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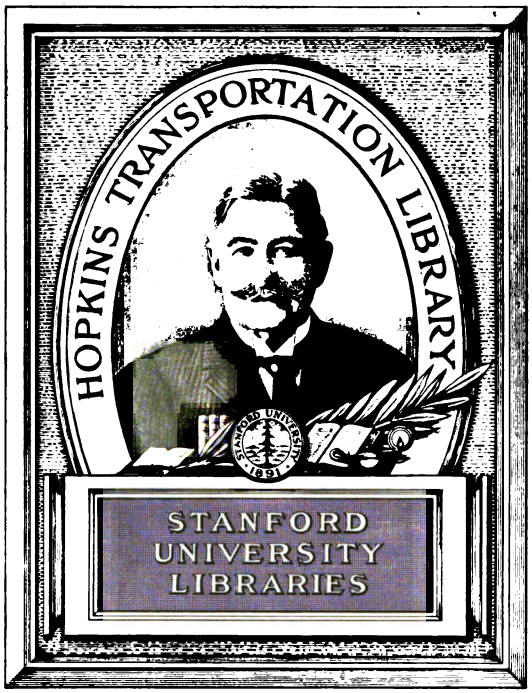
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1882.

# SECOND ANNUAL REPORT

OF THE

# Chicago, St. Paul, Minneapolis & Omaha

# RAILWAY COMPANY,

FOR THE

YEAR ENDING DEC. 31, 1882.

ST. PAUL:
THE PIONEER PRESS CO.
1883.

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YALE UNIVERSITY

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# CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.

## *DIRECTORS:*

| | | | |
|---|---|---|---|
| DAVID DOWS | NEW YORK. | PHILETUS SAWYER | OSHKOSH, WIS. |
| R. P. FLOWER | " | ALBERT KEEP | CHICAGO, ILL. |
| M. L. SYKES | " | MARVIN HUGHITT | " " |
| WM. K. VANDERBILT | " | A. H. WILDER | ST. PAUL, MINN. |
| CORNELIUS VANDERBILT | " | W. D. WASHBURN | MINNEAPOLIS, MINN. |
| AUGUSTUS SCHELL | " | JOHN C. SPOONER | HUDSON, WIS. |

H. McK. TWOMBLY, NEW YORK.

## *EXECUTIVE COMMITTEE:*

| | |
|---|---|
| WM. K. VANDERBILT, | CORNELIUS VANDERBILT, |
| AUGUSTUS SCHELL, | ALBERT KEEP, |
| M. HUGHITT. | M. L. SYKES, |

J. C. SPOONER.

## *GENERAL OFFICERS:*

| | | |
|---|---|---|
| MARVIN HUGHITT | PRESIDENT | CHICAGO. |
| M. L. SYKES | VICE-PRESIDENT, TREAS. & ASST. SECY. | NEW YORK. |
| S. O. HOWE | ASSISTANT TREASURER | " |
| C. W. PORTER | SECRETARY | HUDSON, WIS. |
| E. W. WINTER | ASSISTANT PRESIDENT | ST. PAUL. |
| J. M. WHITMAN | GENERAL SUPERINTENDENT | " |
| J. H. HILAND | GENERAL TRAFFIC MANAGER | " |
| JOHN C. SPOONER | GENERAL SOLICITOR | HUDSON, WIS. |
| CHAS. W. JOHNSON | CHIEF ENGINEER | ST. PAUL. |
| H. A. GRAY | AUDITOR | " |
| G. A. HAMILTON | LOCAL TREASURER | " |
| W. H. S. WRIGHT | PURCHASING AGENT | " |
| W. H. PHIPPS | LAND COMMISSIONER | HUDSON, WIS. |

GENERAL OFFICES:

**Corner Fourth and Rosabel Streets, Saint Paul, Minn.,**

AND

**52 Wall Street, New York City.**

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# SECOND ANNUAL REPORT

OF THE

# Chicago, St. Paul, Minneapolis & Omaha

## RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1882.

---

The business and operations of the Chicago, St. Paul, Minneapolis & Omaha Railway Company for the year ending December 31, 1882, were as follows :

| | | |
|---|---|---|
| Gross earnings, | | $4,962,202 24 |
| Working expenses and taxes, | | 3,240,786 91 |
| Net earnings from operation, | | $1,721,415 33 |
| Less interest on bonded debt, | $1,014,529 65 | |
| Less rentals, | 27,736 41 | |
| | | 1,042,266 06 |
| Net income from railroad, | | $679,149 27 |
| Add net proceeds of operating proprietary roads, | | 644 46 |
| Add net proceeds from Land Department, | | 546,825 38 |
| Total net income, | | $1,226,619 11 |
| Deduct dividends amounting to 7 per cent on preferred stock, | | 735,397 25 |
| Balance of net income from Land Department for the year, | | $491,221 86 |

### MILES OF ROAD.

The average number of miles of road operated during the whole year, including leased lines was

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1,044 30-100. The miles in operation December 31, 1882, were 1,115 21-100, an increase over December 31, 1881, of 111 89-100 miles; proprietary roads, 34 51-100; total miles, 1149 72-100.

CAPITAL STOCK.

The Capital Stock of the Company on the first of January, 1882, was as follows:

| | |
|---|---|
| Common Stock and Scrip . . . . . | $17,205,833 33 |
| Preferred Stock and Scrip . . . . . | 9,848,333 33 |
| | $27,054,166 66 |

To which has been added during the year on account of 46 870-5280 miles Norfolk line, 14 2632-5280 miles C. F. & N. Ry., 20 miles Superior branch, and 20 miles Bayfield Extension, $1,509,900 Common Stock and $1,006,600 Preferred; being at the rate of $15,000 per mile of Common Stock and $10,000 per mile of Preferred. Total $2,516,500 00

| | |
|---|---|
| Less account of Common and Preferred Stock not issued, provided for proprietary roads in 1881; and for fractional difference in Scrip . . . | 237,500 02 |
| Net Increase . . . . . | $2,278,999 98 |

Making the total amount of stock at the close of the year:

| | |
|---|---|
| Common Stock and Scrip . . . . . | $18,573,233 33 |
| Preferred Stock and Scrip . . . . . | 10,759,933 31 |
| | $29,333,166 64 |

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## BONDED DEBT.

The bonded Debt was increased during the year by the issue of C., St. P. M. & O. Ry. Consolidated Mortgage Bonds at the rate of $15,000 per mile on the lines above named and on the Black River Ry., 14 miles, being a total issue amounting to $1,719,312 50

Add amount outstanding January 1 . . . . . 17,865,175.00

Total Bonded Debt Dec. 31, 1882 . . . . . $19,584,487.50

(See detailed statement appended hereto. )

## EARNINGS AND EXPENSES.

The increase of gross earnings over those of preceding year was distributed as follows:

| | |
|---|---|
| Passenger, | $366,887 52 |
| Freight, | 565,103 44 |
| Express, | 20,134 56 |
| Mail, | 289 32 |
| Miscellaneous, | 15,467 95 |

Rental earnings show a decrease of $27,641.91 occasioned by consolidation of the accounts of the St. Paul & Sioux City R. R. Co. with those of the C., St. P., M. & O. Ry, previous to which a rental charge was paid by the latter for the use of the St. P., S. & T. F. R. R., between Lake St. Croix and St. Paul, a proprietary road of the St. Paul & Sioux City Company.

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Increase from operation, $940,240.88, or 23 38-100 per cent.

The operating expenses, including taxes, were increased $464,326.48, or 16 72-100 per cent.

The ratio of operating expenses to earnings was 61 83-100 per cent.; and including taxes, 65 31-100 per cent. against 65 48-100, and 69 03-100 respectively, for the preceding year. The gross earnings per mile of road operated, were $4,751.70 against $4,155.48 the preceding year; the expenses and taxes $3,103.31 against $2,868.63; and the net receipts $1,648.39, against $1,286.85 per mile of road operated.

Comparisons of earnings in detail will be found in tables accompanying this report.

## LAND DEPARTMENT.

The number of acres of land sold during the year 1882 was 176,048.80 acres.

Number of acres of land remaining unsold at the close of the year, 750,229.14 acres.

| | |
|---|---|
| The total amount of cash collected during the year on account of lands sold and payments on existing contracts, interest, etc., was, . . . | $591,084 70 |
| Less expenses of the department, taxes, etc., . . | 44,259 32 |
| Leaving balance of net receipts, . . . . . | $546,825 38 |
| Add net proceeds of land and stumpage sold account of the Superior land grant, and of town lots in Nebraska, not included in Income Account, - | 16,200 92 |
| | $563,026 30 |

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In addition to the net cash receipts, as shown above, the company holds bills receivable and land contracts for lands sold, amounting to $1,369,961.25. (See report of the Land Commissioner appended hereto.)

NEW EQUIPMENT.

Equipment has been increased during the year by the purchase of 40 locomotive engines, 7 passenger cars, 2 baggage cars, 673 freight cars—box, 150 freight cars—stock, 308 freight cars—flat, 24 caboose cars, 5 tool cars, 1 pile driver.

CONSTRUCTION AND RENEWALS.

A second track was graded and laid on the Eastern Division from East St. Paul to Post's, from Midvale to Oakdale and from Elmo to Stillwater Junction, a total of 8 miles.

The grade of the track near Oakdale was raised for a distance of 13,000 feet, from a varying grade of 60 to 100 feet, to a uniform grade of 35 feet per mile, involving the movement of 140,000 yards of earth.

A large amount of track work was done on the St. Paul and Sioux City Divisions and branches, in the way of ditching, ballasting and filling small trestle bridges.

Upon the Nebraska Division, 7 miles of grade through the valley of the Logan river, was raised

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three feet to guard against trouble from the overflow of that stream.

Additional ground was purchased in West Minneapolis at a cost of $62,277.35, and the capacity and working convenience of the yard greatly increased. At East Minneapolis forty acres of ground was purchased for $20,000, and over three miles of track laid. The station grounds at Sioux City being unfavorably situated for local business, and becoming inadequate to increasing demands, the purchase was made of additional grounds in a suitable locality, which have been graded and partially occupied with tracks. There was also acquired considerable additional ground on the banks of the Missouri River at Sioux City, made necessary by the frequent change of the transfer landing caused by action of water.

## BRIDGES.

*Eastern Division and Branches*—The work of replacing the wooden bridge across Lake St. Croix, at Hudson, with iron and stone, was advanced by the construction of 1,816 cubic yards of masonry, leaving 290 yards to finish the piers. One span of iron-riveted lattice bridge, 157 feet in length was erected, leaving ten spans of 84 feet to be put in to complete the work.*

* The bridge has been entirely finished and old structure removed at the time of writing this report, May, 1883.

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An overhead iron bridge was built at East St. Paul Junction, extending over the tracks of the St. P., M. & M. R'y and of this company, connecting Westminster street with the freight yard at that point, affording convenient access for business purposes. The cost of the structure was apportioned between the two companies.

In addition to these two important structures 99 pile and trestle bridges aggregating 3,681 lineal feet were renewed.

*Northern Division*—One 60 foot Howe truss span over the Willow River at New Richmond was renewed.

*St. Paul Division*—On the St. Paul Division 31 pile and trestle bridges, aggregating 966 lineal feet, were renewed, and 1 wooden truss 48 feet span across Le Sueur creek.

*Sioux City Division*—41 pile and trestle bridges, aggregating 769 lineal feet were renewed and 710 cubic yards of masonry laid in piers for two spans of iron bridge, one of 157 and one of 100 feet across the Des Moines river at Windom.* Several bridges on this division were replaced by stone culverts and filled with earth.

* Completed at date of writing this report, May, 1883.

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*Nebraska Division*—On the Nebraska Division 58 pile and trestle bridges were renewed; aggregate length, 2,396 feet.

NEW BUILDINGS.

*Eastern Division*—On the Eastern Division there was erected at Elroy a brick engine house of 10 stalls; at Augusta a new water tank and engine room; at Altoona, to which place the repair shops were moved from Eau Claire, there were erected: Brick machine shop 70x100; brick power room 26x30; brick blacksmith shop 40x40; brick store-room and office 40x60; wooden station and office building combined, wooden warehouse for track material and a sand house. The 20-stall brick engine house was completed and steam heating apparatus provided for machine shop, engine house and store-room.

At Knapp—Station building 24x60.

Menominee Junction—Water tank, engine room and well.

North Wisconsin Junction—Section house.

Hudson—Land Commissioner's office, brick 32x85.

River Falls Junction—Telegraph office.

Lake Elmo—Agent's cottage.

*Northern Division*—The following new structures were erected, viz:

Boardman—Station building 16x24.

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Cumberland—Station building 20x110.

Shell Lake—Station building 24x60.

Hayward—Station building 24x60.

*St. Paul Division*—The St. Paul shops were opened for operation in January and the following additions made during the year:

Brick store room 60x150, 2 stories; brick paint house 20x24; wood shed 56x144.

Hamilton—Water tank 16x24.

Kasota—Wooden engine house with stone foundation and pits, 2 stalls and turn table.

Elmore—Cottage and engine house, wood, 2 stalls.

Winnebago—Water tank 16x24,and well.

*Sioux City Division*—New buildings were erected on this division as follows:

Salem—Wooden engine house, 1 stall.

Sioux Falls—Coal shed 18x183.

Sibley—Station building rebuilt 24x86.

Lemars—Coal shed 18x312, water tank 16x24.

Sioux City—Coal shed 18x252.

*Nebraska Division*—The following structures were built, viz:

Emerson—Coal shed 18x177, water tank 16x24.

Oakland—Coal shed 18x177.

Craig—Station building 24x48, 2 stories.

Omaha—Coal shed 18x177.

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New track scales were put in during the year at Altoona, Stillwater, East Henderson, Le Sueur, Mankato, St. James, Winnebago City, Sheldon, Valley Springs and Sioux City.

### SIDE TRACKS.

There have been laid at various points 22 18-100 miles of side track, costing $102,350.13.

### NEW LINES.

Of the new lines in progress of construction at date of last annual report the Norfolk branch has been completed and is in operation, 19 91-100 miles of track having been laid and the line equipped with depot buildings, stock yards and water stations. Terminal facilities at Norfolk, owned jointly with the Union Pacific R'y Co., afford excellent means of transfer with that road. Connection is had at this point also with the Sioux City & Pacific R. R.

In Wisconsin the line of the Superior Branch was completed from a point nine miles above Superior Junction to a connection with the Northern Pacific R. R. near Superior City, a distance of 51 42-100 miles. For the construction of this line the Company will receive ten sections per mile of valuable pine land under the Wisconsin legislation of 1882.

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On the 4th and 5th extensions of the Northern Division, 26 miles of track was laid and ballasted, and considerable grading and bridging done between the end of the track and Bayfield.

A line was graded into Ashland upon a location well calculated to accommodate the business of the mills at that place and to materially increase the lumber traffic of the road.

The track of the Chippewa Falls and Northern Ry., a proprietary road, was extended from Bloomer to within less than 3 miles of Chicago Junction on the Northern Division, a distance of 52 miles, making a total of 149 33-100 miles new track laid on all divisions during the year.

It is expected that the grade of the Northern Division will be finished to Bayfield ready for the track by July 1, 1883, a distance of 29 miles from the end of the track as at present laid. Exclusive of terminal work, in addition to some pile bridging, there will be about 120,000 yards of earth and 14,000 yards of rocks to move to complete the grading of this line.

Grading and bridging of the branch to Ashland are finished. This line will be ready for operation by July 15, 1883.

Considerable ballasting remains to be done upon the Superior branch, especially upon the northerly

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20 mile section. This will be done as early as weather and condition of ground will allow.

The work of changing a portion of the line of the Nebraska Division near Omaha, known as the Florence Cut-off, has been delayed by unforeseen difficulties in handling material. With the exception of two deep cuts and a small amount of bridging it is ready for the track, but owing to the character of the material, it is somewhat uncertain as to the amount yet to be moved and time of completion. It is probable that track will be laid over the whole during the coming season. When completed the line will have been shortened nearly five miles, and the grade reduced from 116 feet with 6 degree curves, to 66 feet with 3 degree curves.

MARVIN HUGHITT,

*President.*

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## Average Number of Miles of Road Operated in 1882.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY.

| | | |
|---|---|---|
| 27.80 | Miles Norfolk Branch from Wayne to Norfolk from May 1 to December 31, eight months, making the average for twelve months, | 18.53 |
| 14.50 | Miles Chippewa Falls and Northern Railway from Chippewa Falls to Bloomer, from Sept. 1 to Dec. 31, 4 months, making the average for 12 months, | 4.83 |
| 62.00 | Miles Superior Branch from Superior Junction to Superior City from Nov. 12 to Dec. 31, 1 65-100 months, making the average for twelve months, | 8.53 |
| 3.01 | Miles Menomonie Railway from Jan. 1 to June 30, 6 months, making the average for twelve months, | 1.50 |
| 1000.31 | Add miles of road in operation Dec. 31, 1881, as per last annual report, less Menomonie Railway included above, | 1000.31 |
| 1107.62 | | 1033.70 |
| .70 | Add to correct mileage of Norfolk Branch as shown in last annual report, | .70 |
| 9.90 | Add account leased line St. Paul to Minneapolis, not included in last annual report, | 9.90 |
| 1118.22 | | 1044.30 |
| 3.01 | Less Menomonie Railway, only operated by this company to June 30, 1882, | |
| 1115.21 | Total mileage December 31, 1882. Total average mileage, 12 months, | 1044.30 |

MENOMONIE RAILWAY.

| | | |
|---|---|---|
| 3.01 | July 1 to Dec. 31, 1882, six months, making the average for twelve months, | 1.51 |
| 3.01 | Total mileage Dec. 31, 1882. Total average mileage, 12 months, | 1.51 |

CHIPPEWA FALLS AND NORTHERN RAILWAY.

| | | |
|---|---|---|
| 17.00 | Bloomer to Chetek Sept. 1 to Dec. 31, 4 months, making the average for twelve months, | 5.67 |
| 14.50 | Chetek to Rice Lake, Sept. 11 to Dec. 31, 3⅔ months, making the average for twelve months, | 4.43 |
| 31.50 | Total mileage Dec. 31, 1882. Total average mileage for 12 months, | 10.10 |
| 1149.72 | Grand total, | 1055.91 |

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## Statement of Miles of Road in Operation, December 31, 1882.

| DIVISIONS. | Average Mileage for Year. | Actual Mileage, Dec. 31, 1882. | In Wisconsin. | In Minnesota. | In Iowa. | In Dakota. | In Nebraska. |
|---|---|---|---|---|---|---|---|
| Eastern Division | 249.47 | 259.14 | 221.15 | 37.99 | ..... | ..... | ..... |
| Northern Division | 128.53 | 182.00 | 182.00 | ..... | ..... | ..... | ..... |
| St. Paul Division | 166.00 | 166.00 | ..... | 166 00 | ..... | ..... | ..... |
| Sioux City Division | 318.00 | 318.00 | ..... | 162.61 | 99.92 | 55.47 | ..... |
| Nebraska Division | 180.80 | 190.07 | ..... | ..... | .94 | ..... | 189.13 |
| Total C. St. P. M. & O. Ry | 1042.80 | 1115.21 | 403.15 | 366.60 | 100.86 | 55.47 | 189.13 |
| Menomonie Railway | 3.01 | 3.01 | 3.01 | ..... | ..... | ..... | ..... |
| Chippewa Falls and Northern Ry | 10.10 | 31.50 | 31.50 | ..... | ..... | ..... | ..... |
| Total whole Road | 1055.91 | 1149.72 | 437.66 | 366.60 | 100.86 | 55.47 | 189.13 |



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*The Gross Earnings of the Chicago, St. Paul, Minneapolis and Omaha Railway proper for the year show an Increase of* $940,240.88, *or* 23 38-100 *per cent. over the total for the year* 1881, *as follows:*

| | 1881. 967 87-100 miles. | 1882. 1044 30-100 miles. | Increase. | Decrease. | Per cent. of In. or Dec. |
|---|---|---|---|---|---|
| Passenger, | $944,329 23 | $1,311,216 75 | $366,887 52 | – | 38.85 |
| Freight, | 2,913,520 73 | 3,478,624 17 | 565,103 44 | – | 19.39 |
| Express, | 55,658 07 | 75,792 63 | 20,134 56 | – | 36.17 |
| Mail, | 63,803 34 | 64,092 66 | 289 32 | – | .45 |
| Miscellaneous, | 17,008 08 | 32,476 03 | 15,467 95 | | 90.94 |
| Rental, | 27,641 91 | – | – | $27,641 91 | 100.00 |
| Totals, | $4,021,961 36 | $4,962,202 24 | $940,240 88 | | 23.38 |

*The Operating Expenses for the year, compared with those of the previous year, show an Increase of* $464,326.48, *or* 16 72-100 *per cent., and were as follows:*

| | 1881. 967 87-100 miles. | 1882. 1044 30-100 miles. | Increase. | Decrease. | Per cent. of Increase. |
|---|---|---|---|---|---|
| Maintenance of way, | $588,052 68 | $657,462 89 | $69,410 21 | – | 11.80 |
| Motive power, | 897,415 95 | 1,120,776 20 | 223,360 25 | – | 24.89 |
| Maintenance of cars, | 272,489 04 | 293,786 30 | 21,297 26 | – | 7.82 |
| Conducting transportation, | 699,328 14 | 753,965 69 | 54,637 55 | – | 7.81 |
| General expenses, | 176,690 78 | 242,321 68 | 65,630 90 | – | 37.14 |
| Taxes, | 142,483 84 | 172,474 15 | 29,990 31 | – | 21.05 |
| Totals, | $2,776,460 43 | $3,240,786 91 | $464,326 48 | – | 16.72 |

Percentage of operating expenses to earnings excluding taxes, in 1881, 65 48-100; 1882, 61 83-100.
Percentage of operating expenses to earnings including taxes, in 1881, 69 03-100; 1882, 65 31-100.



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## CHICAGO, ST. PAUL, MINNEAPOLIS, & OMAHA RAILWAY COMPANY.

DR. **Income Account, December 31, 1882.** CR.

| | | | |
|---|---|---|---|
| 1882. | | | |
| Dec. 31. | To operating expenses,..... | $3,068,312 76 | |
| | Taxes,..... | 172,474 15 | |
| | Interest on bonds, ..... | 1,014,529 65 | |
| | Rentals,..... ..... | 27,736 41 | |
| | | | $4,283,052 97 |
| | Dividends on preferred stock as follows, viz., | | |
| | 1¼ per cent. declared March 20, 1882,..... | $170,635 50 | |
| | 1¼ per cent. declared June 3, 1882,..... | 188,251 00 | |
| | 1¼ per cent. declared Sept. 14, 1882,..... | 183,251 00 | |
| | 1¼ per cent. declared Dec. 16, 1882,..... | 188,252 75 | |
| | Adjustment of dividends of 1881, ..... | 7 00 | |
| | | | 735,397 25 |
| | Balance of Income account,..... | | 1,100,768 91 |
| | | | $6,119,219 13 |

| | | | |
|---|---|---|---|
| 1881. | | | |
| Dec. 31. | By Income Account Dec. 31, 1881, as per annual report,..... | | $609,547 05 |
| 1882. | | | |
| Dec. 31. | Passenger earnings,..... | $1,311,216 75 | |
| | Freight earnings, ..... | 3,478,624 17 | |
| | Express earnings,..... | 75,792 63 | |
| | Mail earnings, ..... | 64,092 66 | |
| | Miscellaneous earnings,. .... | 32,476 03 | |
| | | | 4,962,202 24 |
| | Net receipts from land grants as follows, viz.: | | |
| | West Wisconsin land grant,.. | $184,927 94 | |
| | North Wisconsin land grant,.. | 361,897 44 | |
| | | | 546,825 38 |
| | Profit in operating proprietary roads, ..... | | 644 46 |
| | | | $6,119,219 13 |
| | By balance income, Dec. 31, 1882, | | $1,100,768 91 |



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**Comparative Statement of Income Account of the whole Road for the Years Ending December 31, 1881 and 1882, including Receipts from Land Department.**

| | 1881<br>967 87-100 Miles Operated. | 1882<br>1,055 91-100 Miles Operated. | Increase. |
|---|---|---|---|
| By amount credited to Income Account from January 1 to December 31, 12 months, viz: | | | |
| Passenger Earnings..... | $944,329 23 | $1,319,853 39 | $375,524 16 |
| Freight Earnings..... | 2,913,520 73 | 3,487,624 93 | 574,104 20 |
| Express Earnings..... | 55,658 07 | 76,020 69 | 20,362 62 |
| Mail Earnings..... | 63,803 34 | 64.262 90 | 459 56 |
| Miscellaneous Earnings... | 17,008 08 | 32,502 11 | 15,494 03 |
| Net Receipts from Company's Elevators..... | 12,826 37 | ..... | Dec. 12,826 37 |
| Net Receipts from Land Grants..... | 504,143 52 | 546,825 38 | 42,681 86 |
| Interest and Exchange.... | 65,758 33 | 120,222 04 | 54,463 71 |
| Total..... | $4,577,047 67 | $5,647,311 44 | $1,070,263 77 |
| Less Amounts charged to Income Account from January 1, to December 31, viz: | | | |
| Operating Expenses..... | $2,633,976 59 | $3,085,710 30 | $451,733 71 |
| Taxes..... | 142,483 84 | 172,493 93 | 30,010 09 |
| Interest on Bonds..... | 893,536 13 | 1,134,751 69 | 241,215 56 |
| Rentals..... | 25,417 43 | 27,736 41 | 2,318 98 |
| Total..... | $3,695,413 99 | $4,420,692 33 | $725,278 34 |
| Net Receipts..... | $881,633 68 | $1,226,619 11 | $344,985 43 |

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## CHICAGO, ST. PAUL, MINNEAPOLIS, AND OMAHA RAILWAY COMPANY.

### Gross Earnings by Months for the Year 1882.

AVERAGE MILES OPERATED 1044 30-100.

| MONTHS. | Passenger. | Freight. | Express. | Mail. | Miscellaneous. | Total. |
|---|---|---|---|---|---|---|
| January | $67,790 23 | $247,599 09 | $3,908 40 | $6,460 79 | $1,719 65 | $327,478 16 |
| February | 74,801 29 | 247,328 40 | 3,960 18 | 5,090 59 | 2,258 96 | 333,439 42 |
| March | 111,647 72 | 289,051 90 | 4,916 90 | 5,102 44 | 2,517 06 | 413,236 02 |
| April | 127,497 12 | 237,232 28 | 5,369 54 | 5,092 29 | 2,097 30 | 377,288 53 |
| May | 118,704 03 | 269,953 69 | 6,172 73 | 5,092 29 | 2,959 42 | 402,882 16 |
| June | 117,788 90 | 243,042 68 | 6,219 66 | 5,201 71 | 2,440 54 | 374,693 49 |
| July | 116,368 58 | 227,827 52 | 7,236 34 | 5,202 87 | 2,824 46 | 359,459 77 |
| August | 118,825 40 | 287,045 27 | 8,026 90 | 5,410 35 | 3,410 55 | 422,718 47 |
| September | 141,293 56 | 365,187 32 | 7,513 78 | 5,339 93 | 2,865 18 | 522,199 77 |
| October | 121,152 98 | 410,798 25 | 7,539 66 | 5,373 95 | 3,987 55 | 548,852 39 |
| November | 113,615 52 | 385,271 70 | 7,001 58 | 5,456 19 | 3,663 08 | 515,008 07 |
| December | 81,731 42 | 268,286 07 | 7,926 96 | 5,269 26 | 1,732 28 | 364,945 99 |
| Totals | $1,311,216 75 | $3,478,624 17 | $75,792 63 | $64,092 66 | $32,476 03 | $4,962,202 24 |



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CHICAGO, ST. PAUL, MINNEAPOLIS, & OMAHA R'Y CO.

## Operating Expenses and Taxes for the Year 1882.

Average miles operated, 1044 80-100.

| | |
|---|---|
| Renewal of rails, | $57,541 58 |
| Renewal of ties, | 72,880 96 |
| Repairs of roadway and track, | 377,464 94 |
| Repairs of bridges, culverts, and cattle-guards, | 74,379 00 |
| Repairs of buildings, | 42,367 49 |
| Repairs of fences, crossings, and signs, | 32,828 92 |
| Rebuilding locomotives, | ..... |
| Repairs of locomotives, | 220,686 07 |
| Fuel used by locomotives, | 591,592 15 |
| Engineers and firemen, | 235,976 00 |
| Locomotive dispatchers and wipers, | 47,311 58 |
| Water supply for locomotives, | 25,210 40 |
| Rebuilding passenger-train cars, | 1,275 14 |
| Repairs passenger-train cars, | 64,053 61 |
| Rebuilding freight-train cars, | 57,963 38 |
| Repairs freight-train cars, | 160,540 48 |
| Oil, waste, etc., for lubricating cars, | 9,953 69 |
| Agents, | 78,999 29 |
| Clerks, | 73,899 96 |
| Laborers at stations, | 142,342 71 |
| Passenger conductors, baggagemen, and brakemen, | 53,796 67 |
| Freight conductors and brakemen, | 139,531 62 |
| Outside agents, | 14,657 25 |
| Advertising, | 8,568 48 |
| Telegraph maintenance | 6,245 10 |
| Telegraph expenses, | 48,380 90 |
| Passenger-train supplies, | 10,404 91 |
| Freight-train supplies, | 13,025 69 |
| Station supplies, | 18,057 85 |
| Stationery, printed blanks, tickets, etc., | 33,983 11 |
| Loss and damage, freight and baggage, | 33,607 41 |
| " " " property and cattle, | 9,476 64 |
| " " " wrecking, | 9,538 16 |
| Personal injuries, | 24,564 51 |
| Mileage passenger-train cars and locomotives, | 9,430 20 |
| Mileage freight-train cars and locomotives, | Cr. 4,999 90 |
| Expenses Missouri River transfer, | 30,455 13 |
| Salaries general and division officers and clerks, | 151,534 78 |
| Miscellaneous expenses (contingencies), | 48,241 65 |
| Legal expenses, | 18,988 43 |
| Insurance, | 12,035 41 |
| New York office expenses, | 11,521 46 |
| Taxes, | 172,474 15 |
| Total, | $3,240,786 91 |

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CHICAGO, ST. PAUL, MINNEAPOLIS, & OMAHA R'Y CO.

**Table showing Percentage that each Item of Operating Expenses is of Gross Earnings, and also of total Operating Expenses for the Year 1882.**

| ITEMS. | PERCENTAGES. | |
|---|---|---|
| | Of Gross Earnings. | Of total Operating Expenses. |
| Renewal of rails, | 1.16 | 1.78 |
| Renewal of ties, | 1.47 | 2.25 |
| Repairs of roadway and track, | 7.61 | 11.65 |
| Repairs of bridges, culverts, and cattle-guards, | 1.49 | 2.29 |
| Repairs of buildings, | .86 | 1.31 |
| Repairs of fences, crossings, and signs, | .66 | 1.01 |
| Rebuilding locomotives, | ..... | ..... |
| Repairs of locomotives, | 4.45 | 6.81 |
| Fuel used by locomotives, | 11.92 | 18.25 |
| Enginemen and firemen, | 4.75 | 7.28 |
| Locomotive dispatchers and wipers, | .95 | 1.46 |
| Water supply for locomotives, | .51 | .78 |
| Rebuilding passenger-train cars, | .02 | .04 |
| Repairs of passenger-train cars, | 1.29 | 1.97 |
| Rebuilding freight-train cars, | 1.17 | 1.79 |
| Repairs of freight-train cars, | 3 23 | 4.95 |
| Oil, waste, etc., for lubricating cars, | .20 | .31 |
| Agents, | 1.59 | 2.44 |
| Clerks, | 1.49 | 2.28 |
| Laborers at stations, | 2.87 | 4.39 |
| Passenger, conductors, baggagemen, and brakemen, | 1.08 | 1.66 |
| Freight conductors and brakemen, | 2.82 | 4.31 |
| Outside agents, | .29 | .45 |
| Advertising, | .18 | .27 |
| Telegraph maintenance, | .12 | .19 |
| Telegraph expenses, | .97 | 1.49 |
| Passenger-train supplies, | .21 | .32 |
| Freight-train supplies, | .26 | .40 |
| Station supplies, | .37 | .56 |
| Stationery, printed blanks, tickets, etc., | .69 | 1.05 |
| Loss and damage, freight and baggage, | .68 | 1.04 |
| " " " property and cattle, | .19 | .29 |
| " " " wrecking, | .19 | .29 |
| Personal injuries, | .50 | .76 |
| Mileage, passenger-train cars and locomotives, | .19 | .29 |
| Mileage, freight-train cars and locomotives, | Cr. .10 | Cr. .15 |
| Expenses Missouri River transfer, | .61 | .94 |
| Salaries general and division officers and clerks, | 3.05 | 4.67 |
| Miscellaneous expenses (contingencies), | .98 | 1.49 |
| Legal expenses, | .39 | .59 |
| Insurance, | .24 | .37 |
| New York office expenses, | .23 | .36 |
| Taxes, | 3.48 | 5.32 |
| Total, | 65.31 | 100.00 |

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## PERFORMANCE OF LOCOMOTIVES, WHOLE ROAD.

### Comparative Statement of Mileage, Cost of Fuel and Supplies, Wages of Operatives, and Cost of Repairs, with Average of same per mile run, etc.

| MILEAGE. | 1881. 967.87 Miles. | 1882. 1055.91 Miles. | PERCENTAGE. Inc. | Dec. |
|---|---|---|---|---|
| Passenger mileage,..... | 746,736 | 882,978 | 18.24 | |
| Freight mileage,..... | 1,734,983 | 2,121,159 | 22.25 | |
| Working-train mileage,..... | 831,780 | 740,901 | | 10.93 |
| Switching mileage,..... | 622.041 | 876,380 | 40.88 | |
| Total,..... | 3,935,540 | 4,621,418 | 17.42 | |

#### COST OF RUNNING.

| | | | | |
|---|---|---|---|---|
| Cost of oil and waste,..... | $19,508 28 | $23,766 10 | 21.82 | |
| " " " per mile run, cents.. | 00.49 | 00.51 | 4.08 | |
| " fuel..... | 494,498 18 | 630,680 65 | 27.53 | |
| " " per mile run. cents..... | 12.56 | 13.65 | 8.67 | |
| " enginemen, firemen and wipers... | 260,767 65 | 312,475 01 | 19.82 | |
| " " " " " per mile run, cents ..... | 06.62 | 06.76 | 2.11 | |
| Cost of repairs ..... | 146 642 12 | 221,288 76 | 50.86 | |
| " " per mile run, cents ..... | 08.74 | 04.79 | 28.07 | |
| Grand total cost,..... | 921,416 23 | 1,188,160 52 | 28.94 | |
| " " " per mile run, cents.. | 23.41 | 25.71 | 9.82 | |
| Number of miles to pint of oil,..... | 10.01 | 9.77 | | 2.39 |
| —to pound of waste,..... | 103.40 | 117.17 | 13.31 | |
| —to cord of wood or ton of coal..... | 28.54 | 25.93 | | 9.14 |
| *Average No. of loaded freight cars per mile run,..... | 10.56 | 11.23 | 6.34 | |
| *Average No. of empty freight cars per mile run,..... | 3.59 | 4.18 | 16.99 | |
| *Average No. of loaded and empty freight cars per mile run,..... | 14.15 | 15.41 | 08.90 | |

* Not including cabooses.

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CHICAGO, ST. PAUL, MINNEAPOLIS, & OMAHA RAILWAY CO.

## General Balance Sheet, December 31, 1882.

DEBITS.

| | | | |
|---|---|---|---|
| Cost of road and equipment | | | $47,086,138 31 |
| Cash on hand | | $850,962 99 | |
| Material and fuel on hand | | 722,382 66 | |
| Balance due from other railroad companies, United States Post Office Department, American Express Co., individuals and corporations, and from agents of the company, including cash remittances in transit | | 303,289 86 | |
| | | | 1,876,635 51 |
| Bills receivable | | $51,638 26 | |
| Advances to Proprietary roads | | 1,088,364 88 | |
| Cost of securities of Menomonie Railway | | 53,351 52 | |
| Cost of securities of the Eau Claire Railway | | 29,799 46 | |
| Advances to Minneapolis Eastern Railway in excess of proceeds of sale of bonds | $40,439 56 | | |
| Minneapolis Eastern Railway account bonds guaranteed by this Company | $75,000 00 | | |
| Minneapolis Eastern Railway capital stock on hand | $15,000.00 | | |
| | | 130,439 56 | |
| Half interest in lot at Minneapolis | | 4,726 91 | |
| Cost of St. Paul Union Depot capital stock | | 85,400 00 | |
| Cost of St. Paul & Duluth R. R. Co's stock | | 756,512 00 | |
| | | | 2,200,232 59 |
| Stocks and bonds of this company on hand | | | 78,677 82 |
| Total | | | $51,241,684 23 |

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## CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO

### General Balance Sheet, December 31, 1882.

CREDITS.

| | | | |
|---|---|---|---|
| Common capital stock | | $18,573,233 33 | |
| Preferred capital stock | | 10,759,933 31 | |
| | | | $29,333,166 64 |
| Bonded debt (as per table) | | $19,509,487 50 | |
| First mortgage bonds of the Minneapolis Eastern Railway, guaranteed by this company | | 75,000 00 | |
| | | | 19,584,487 50 |
| Bond coupons falling due January 1, 1883, | $67,669 25 | | |
| Accrued interest on bond coupons not yet matured | 166,374 99 | | |
| | | $234,044 24 | |
| Audited vouchers and pay rolls including December, 1882, vouchers and rolls paid in January, 1883 | $602,782 33 | | |
| Taxes for 1882, payable in February, May and August, 1883 | 165,447 11 | | |
| | | 768,229 44 | |
| | | | 1,002,273 68 |
| Bills payable (account depot grounds in Minneapolis due in 1883 and 1884) | | | 32,460 00 |
| Dividend No. 9 payable January 20, 1883, | | | 188,527 50 |
| Income account balance | | | 1,100,768 91 |
| Total | | | $51,241,684 23 |

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## CHICAGO, ST. PAUL, MINNEAPOLIS, AND OMAHA RAILWAY COMPANY.

### Table of Funded Debt December 31, 1882.

| | Date of Bond. | Date of Maturity. | Gold or Currency. | Rate per cent. of Interest. | Interest Payable. | Bonds outstanding Dec. 31, 1882. |
|---|---|---|---|---|---|---|
| First Mortgage Railway Bonds Chicago, St. Paul, and Minneapolis Railway | May 9, 1878. | May 1, 1918. | Gold. | 6 | May 1 & Nov. 1. | $3,000,000 00 |
| First Mortgage Bonds North Wisconsin Railway | Jan. 1, 1880. | Jan. 1, 1930. | Currency. | 6 | Jan. 1 & July 1. | 800,000 00 |
| First Mortgage Bonds Hudson & River Falls Railroad | July 1, 1878. | July 1, 1908. | Currency. | 8 | Jan. 1 & July 1. | 125,000 00 |
| First Mortgage Bonds St. Paul & Sioux City Railroad | July 1, 1879. | April 1, 1919. | Gold. | 6 | April 1 & Oct. 1. | 6,080,000 00 |
| First Mortgage Bonds St. Paul, Stillwater & Taylor's Falls Railroad | Jan. 1, 1878. | Jan. 1, 1908. | Currency. | 7 | Jan. 1 & July 1. | 334,800 00 |
| * St. Paul Depot Bonds, St. Paul, Stillwater & Taylor's Falls Railroad | Oct. 1, 1878. | June 1, 1908. | Currency. | 10 | April 1 & Oct. 1. | 30,000 00 |
| † Consolidated Mortgage Bonds Chicago, St. Paul, Minneapolis & Omaha Railway | June 1, 1880. | June 1, 1930. | Currency. | 6 | June 1 & Dec. 1. | $9,139,687 50 |
| Total | ..... | ..... | ..... | ..... | ..... | $19,509,487 50 |
| Bonds guaranteed by the company, First Mortgage Bonds Minneapolis Eastern Railway | Jan. 1, 1879. | Jan. 1, 1909 | Currency. | 7 | Jan. 1 & July 1. | $75,000 00 |

* All held in the Treasury of the Company.

† Including bonds yet to be issued to take up Chicago, St. Paul, & Minneapolis Railway Land Grant Income Bonds not yet exchanged.



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## Increase of Construction Account, including Improvements, Equipment Expenditures and Discount on Stocks and Bonds sold, for the Year 1882.

| | | |
|---|---|---|
| Right of way | | $9,219 01 |
| Real Estate in Minneapolis | | 82,277 35 |
| Depot Grounds in St. Paul | | 12,501 00 |
| Shop and Depot Grounds in Sioux City | | 3,796 81 |
| Depot Grounds in Omaha | | 4,119 71 |
| Account of 4th and 5th Extensions North Wisconsin Railway (North of Cable) | | 285,796 84 |
| Account of Superior City Line " " " | | 587,133 27 |
| — Cost of C. F. and N. Railway (Chippewa Falls to Bloomer) | | 240,358 53 |
| — Norfolk Branch Nebraska Division | | 144,887 77 |
| — Florence Cut-off | | 84,801 29 |
| Station Buildings | | 21,805 97 |
| Shops and Engine Houses | | 103,917 78 |
| Engine House at Elroy | $15,503 46 | |
| Shop, Engine House, and Turntable, Altoona | 37,400 83 | |
| Additional Buildings and Machinery, St. Paul Shops | 41,497 56 | |
| Account Engine House, Kasota | 3,307 37 | |
| Miscellaneous | 6,208 56 | |
| | $103,917 78 | |
| Water Stations | | 21,067 54 |
| New Coal Sheds | | 13,212 16 |
| Account of New General Office Building, St. Paul | | 4,568 24 |
| — New Section Houses and Miscellaneous Buildings | | 8,124 32 |
| — Cost of Minnesota Transfer, Freight House and Yards | | 34,757 27 |
| New Fences and Stock Yards | | 27,630 82 |
| Steel Rails, Ballasting, Ditching and General Track Improvement | | 423,891 63 |
| Account Second Track E. St. Paul to Posts | | 13,461 03 |
| — Oakdale to Midvale | | 19,421 80 |
| — Oakdale to Lake Elmo | | 932 83 |
| — Lake Elmo to Stillwater Junc. | | 41,168 12 |
| Side Tracks and Yards | | 184,138 70 |
| New Track Scales | | 8,100 62 |
| Account Westminster St. Viaduct, St. Paul | | 32,784 21 |
| Replacing Trestle with Iron Spans over Lake St. Croix | | 37,187 64 |
| Bridges and Culverts | | 33,062 89 |
| Additional Telegraph facilities | | 7,551 29 |
| Miscellaneous Improvement | | 6,872 50 |
| Total Construction and Improvement, | | $2,498,548 94 |
| New Equipment | | 1,121,328 40 |
| Total Construction, Improvement, and Equipment | | $3,619,877 34 |
| Discount on bonds sold | | 75,895 14 |
| Discount on stocks sold | | 2,041,173 98 |
| Grand Total | | $5,736,946 46 |

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## EQUIPMENT.

The equipment of the company, on December 31, 1882, was as follows, viz.:

| | |
|---|---|
| Locomotive engines | 165 |
| CARS. | |
| *First class passenger cars | 50 |
| *Sleeping cars | 2 |
| *Second class passenger cars | 10 |
| Baggage and express cars | 31 |
| Mail cars | 3 |
| Paymaster's, officer's, etc., cars | 2 |
| Caboose cars | 97 |
| Box cars | 3,059 |
| Flat cars | 1,273 |
| Stock cars | 210 |
| Derrick and tool cars | 7 |
| Pile driver cars | 3 |
| Total | 4,747 |
| Steam shovels | 3 |
| Transfer steamers | 1 |
| Barge pile driver | 2 |

* During the year one sleeping car has been changed to a first-class and one first-class to a second-class car.

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## TRAIN STATISTICS.

### PASSENGER.

| | |
|---|---|
| Number of trains run | 10,998 |
| Average number of trains per working day | 35.14 |
| Total number of miles run by trains | 875,302 |
| Average number of miles run by each train | 79.59 |
| Number of passenger cars hauled | 34,573 |
| Number of baggage, mail, and express cars hauled, | 20,979 |
| Total passenger, baggage, mail, and express cars hauled, | 55,552 |
| Average number of passenger, baggage, mail, and express cars hauled in each train | 5.32 |
| Average number of passengers carried per train per mile run | 61.45 |
| Average number of passengers carried per passenger car per mile run | 11.55 |
| Average number of miles each passenger was carried | 65.48 |

### FREIGHT.

| | |
|---|---|
| Number of trains run | 31,022 |
| Average number of trains run per working day | 99.11 |
| Total number of miles run by trains | 1,946,664 |
| Average number of miles run by each train | 62.75 |
| Number of loaded cars hauled West | 247,039 |
| Number of empty cars hauled West | 45,911 |
| Number of loaded cars hauled East | 159,385 |
| Number of empty cars hauled East | 124,842 |
| Total number of loaded cars hauled | 406,424 |
| Total number of empty cars hauled | 170,753 |
| Total number of cars hauled | 577,177 |
| Average number of cars hauled in each train | 17.66 |
| Average number of tons carried per train per mile run | 141.69 |
| Average number of tons carried per loaded car per mile run | 8.02 |
| Average number of miles each ton was carried | 141.00 |

### EARNINGS AND EXPENSES.

| | |
|---|---|
| Average earnings per mile run by passenger trains | $1 68 |
| Average earnings per mile run by freight trains | 1 80 |
| Average earnings per mile run by all trains, | 1 76 |
| Average expenses per mile run by all trains | 1 15 |
| Net earnings per mile run by all trains | 61 |

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## FUEL STATEMENT.

*Consumption of Fuel:*

| | |
|---|---|
| Cords of wood consumed, | 57,476 |
| Tons of coal consumed, | 141,883 |
| Cords of wood used by locomotives, | 48,944 |
| Tons of coal used by locomotives, | 129,266 |

*Cost of Fuel:*

| | |
|---|---|
| Total cost of wood consumed, | $143,195 07 |
| Total cost of coal consumed, | 550,065 39 |
| Average cost of wood per cord, | 2 49 |
| Average cost of coal per ton, | 3 88 |

*Fuel on Hand:*

| | |
|---|---|
| Cords of wood, | 69,017 |
| Tons of coal, | 16,645 |

*Average Valuation of Fuel on hand:*

| | |
|---|---|
| Wood per cord, | $2 28 |
| Coal per ton, | 3 88 |

*Average Cost of Fuel for two Years:*

| | |
|---|---|
| Wood — year ending December 31, 1881, | $2 80 |
| — year ending December 31, 1882, | 2 49 |
| Coal — year ending December 31, 1881, | $4 54 |
| — year ending December 31, 1882, | 3 88 |

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## GENERAL SUMMARY WHOLE ROAD, 1149.72 MILES.

### For the Year ending December 31, 1882.

| | |
|---|---|
| Gross earnings per mile (average 1055.91 miles) | $4,716 56 |
| Operating expenses and taxes per mile (average 1055.91 miles) | 3,085 68 |
| Net earnings per mile (average 1055.91 miles) | 1,630 88 |
| Number of passengers carried | 821,436 |
| Number of passengers carried one mile | 53,755,630 |
| Average rate per passenger per mile | $0 02.45 |
| Number of tons of freight carried | 1,946,031 |
| Number of tons of freight carried one mile | 275,824,581 |
| Average rate per ton per mile | $0 01.26 |
| Total mileage of engines | 4,621,418 |
| Cost of repairs of engines and tenders per mile run | $0 04.79 |
| Cost of engineers, firemen, and wipers per mile run | 6.76 |
| Cost of oil, waste and tallow per mile run | .51 |
| Cost of fuel per mile run | 13.65 |
| Total cost | 25.71 |
| Miles run to one ton of coal or cord of wood | 25.93 |
| Miles run to pint of oil | 9.77 |
| Miles run to pound of waste | 117.17 |
| Total mileage of passenger cars | 4,658,390 |
| Total mileage of freight cars | 34,378,918 |
| Wood consumed, cords | 57,476 |
| Coal consumed, tons | 141,883 |
| Average cost per cord of wood consumed | $2 49 |
| Average cost per ton of coal | $3 88 |
| Cords of wood on hand | 69,017 |
| Tons of coal on hand | 16,645 |

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## CHICAGO, ST. PAUL, MINNEAPOLIS, & OMAHA RY. CO.

### Mileage of Road December 31, 1882.

| | Miles. | Miles. | Miles. |
|---|---|---|---|
| **EASTERN DIVISON.** | | | |
| Elroy to St. Paul, | 197.60 | | |
| St. Paul to Minneapolis, | 9.90 | | |
| Stillwater branch (Stillwater Junc. to Stillwater), | 3.80 | | |
| South Stillwater line (Stillwater *via* south Stillwater to Hudson Bridge), | 4.39 | | |
| River Falls branch (Hudson to River Falls, Wis.), | 12.21 | | |
| Eau Claire branch (Eau Claire to Lumber Mills), | 2.74 | | |
| Neillsville branch (Merillan to Neillsville), | 14.00 | | |
| Chippewa Falls branch (Chippewa Falls to Bloomer), | 14.50 | | |
| | | 259.14 | |
| **NORTHERN DIVISION.** | | | |
| North Wisconsin Junction to Cable, Wis., | 120.00 | | |
| Superior City branch (Superior Junc. to Superior City, Wis.) | 62.00 | | |
| | | 182.00 | |
| **ST. PAUL DIVISION.** | | | |
| St. Paul to St. James, Minn., | 122.00 | | |
| Lake Crystal to Elmore, | 44.00 | | |
| | | 166.00 | |
| **SIOUX CITY DIVISION.** | | | |
| St. James to Sioux City, Iowa, | 148.00 | | |
| Sioux Falls branch (Sioux Falls Junc. to Salem), | 98.00 | | |
| Rock River branch (Luverne to Doon), | 28.00 | | |
| Black Hills branch (Heron Lake to Woodstock), | 44.00 | | |
| | | 318.00 | |
| **NEBRASKA DIVISION.** | | | |
| Missouri River Transfer (between Sioux City and Covington), | 2.25 | | |
| Covington to Omaha, | 125.50 | | |
| Niobrara branch (Coburn Junc. to Ponca, Neb.), | 15.82 | | |
| Norfolk branch (Emerson to Norfolk), | 46.50 | | |
| | | 190.07 | |
| Total C., St. P., M. and O. Ry., | | | 1,115.21 |
| **PROPRIETARY ROADS.** | | | |
| Menomonie Railway (Menomonie Junction to Menomonie) | | 3.01 | |
| Chippewa Falls and Northern Railway (Bloomer to Rice Lake, Wis.), | | 31.50 | |
| | | | 34.51 |
| Grand total, | | | 1,149.72 |

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# *LAND COMMISSIONER'S REPORT.*

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CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

LAND DEPARTMENT,

HUDSON, WIS., *January* 12, 1883.

MARVIN HUGHITT, Esq.,

*President Chicago, St. Paul, Minneapolis & Omaha Railway Company.*

SIR: — I respectfully submit my Report of the transactions of the Land Department for the year ending December 31, 1882: —

The Lands disposed of during the year from the several grants of the Company are as follows, viz.: From the West Wisconsin Ry. Grant, 82,496$\frac{21}{100}$ acres, consideration $220,093.77, an average of $2.66 per acre; from the North Wisconsin Ry. Grant, 91,694$\frac{21}{100}$ acres, consideration $460,167.52, an average of $5.01 per acre; from Superior Ry. Grant, 1,858$\frac{38}{100}$ acres, consideration $3,225.00, an average of $1.73 per acre. The sales of Town Lots in North Wisconsin Ry. Grant amounted to $705.00; in the West Wisconsin Ry. Grant to $815.00, and in Nebraska to $618.90. The total consideration for lands and lots disposed of during the year amounts to $685,625.19. The number of acres deeded during the year out of the North Wisconsin Ry. Grant was 73,545$\frac{86}{100}$; out of the West Wisconsin Ry. Grant,

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33,458$\frac{90}{100}$ acres, and out of Superior Ry. Grant 1,858$\frac{38}{100}$ acres, making a total of 108,863$\frac{14}{100}$ acres.

*Cash Receipts*—The moneys received from various sources during the year were as follows, viz.: From Cash Sales and Advance Payments $158,913.48; from Land Contracts and Bills Receivable $254,675.35; from Interest on Land Contracts and Bills Receivable $53,927.41; from Stumpage, Trespass, Hay, Etc., $139,895.07. Total Cash Receipts $607,411.31.

The following statement shows amounts of outstanding Land Contracts and Bills Receivable at the end of year:

| | |
|---|---|
| North Wisconsin Ry. Grant | $ 956,520 56 |
| West " " " | 411,336 09 |
| Superior Ry. Grant | 2,104 60 |
| Total | $1,369,961 25 |

During the year the Company received Patents for 242,153$\frac{05}{100}$ Acres of Land, distributed as follows, viz.:

| | |
|---|---|
| In West Wisconsin Ry. Grant | 14,987.19 |
| In North " " " | 105,590.21 |
| In Superior Ry. Grant | 121,625.65 |
| | 242,153.05 |

The Company had completed at the end of the year 224 miles of Railway between Lake St. Croix and the west end of Lake Superior and Bayfield, for which it is entitled under its Land Acts, to ten sections of land per mile, on account of which patents have been received for 768,404$\frac{05}{100}$ Acres.

The Contracts cancelled during the year for the nonperformance of conditions as to payments, etc., covered 4,212$\frac{85}{100}$ Acres, representing $9,461.51.

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The following statements exhibit, in detail, the transactions of the department:

**LANDS SOLD.**

| NAME OF LAND GRANT. | Acres Sold. | Consideration. | Average Price per Acre. |
|---|---|---|---|
| North Wis. Ry. Grant.... | 91,694 21 | $460,167 52 | $5 01 |
| " " " Town lots | | 705 00 | |
| West " " Grant.... | 82,496 21 | 220,093 77 | 2 66 |
| " " " Town lots | | 815 00 | |
| Superior Ry. Grant..... | 1,858 38 | 3,225 00 | 1 73 |
| Nebraska Town Lots..... | | 618 90 | |
| | 176,048 80 | $685,625 19 | |

**CASH RECEIPTS.**

| | Cash Sales and advance Payments. | Deferred Payments. | Interest. | Trespass, Stumpage Etc | Total. |
|---|---|---|---|---|---|
| North Wis. R'y Grant..... | $79,811 82 | $160,293 20 | $38,786 14 | $111,361 41 | $390,252 57 |
| West Wis. R'y Grant..... | 77,362 36 | 94,382 15 | 15,141 27 | 13,946 35 | 200,832 13 |
| Superior Ry. Grant..... | 1,120 40 | | | 14,587 31 | 15,707 71 |
| Nebraska Town Lots. | 618 90 | | | | 618 90 |
| | $158,913 48 | $254,675 35 | $53,927 41 | $139,895 07 | $607,411 31 |

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## ACREAGE.

| Name of Grants. | No. of Acres Unconveyed Dec. 31, 1881. | No. of Acres acquired during the year. | No. of Acres conveyed during the year. | No. of Acres Unconveyed Dec. 31, 1882. | No. of Acres under contract Dec. 31, 1882. | No. of Acres undisposed of Dec. 31, 1882. |
|---|---|---|---|---|---|---|
| Nor. Wis. Ry. Grant. | 354,522.12 | 105,590.21 | 73,545.86 | 386,566.47 | 94,567.26 | 291,999.21 |
| West Wis. " " | 508,391.20 | 14,937.19 | 33,458.90 | 489,869.49 | 151,406.83 | 338,462.66 |
| Superior " " | ..... | 121,625.65 | 1,858.38 | 119,767.27 | ..... | 119,767.27 |
| Total..... | 862,913.32 | 242,153.05 | 108,863.14 | 996,203.23 | 245,974.09 | 750,229.14 |

WM. H. PHIPPS,
*Land Commissioner.*

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1883.

# THIRD ANNUAL REPORT

OF THE

# Chicago, St. Paul, Minneapolis & Omaha

# RAILWAY COMPANY

FOR THE

YEAR ENDING DEC. 31, 1883.

ST. PAUL:
H. M. SMYTH PRINTING CO.
1884.

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# CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.

## DIRECTORS:

| | | | |
|---|---|---|---|
| DAVID DOWS | New York. | PHILETUS SAWYER | Oshkosh, Wis. |
| R. P. FLOWER | " | ALBERT KEEP | Chicago, Ill. |
| M. L. SYKES | " | MARVIN HUGHITT | " " |
| WM. K. VANDERBILT | " | A. H. WILDER | St. Paul, Minn. |
| CORNELIUS VANDERBILT | " | W. D. WASHBURN, | Minneapolis, Minn. |
| AUGUSTUS SCHELL | " | JOHN C. SPOONER | Hudson, Wis. |

H. McK. TWOMBLY, New York.

## EXECUTIVE COMMITTEE:

| | |
|---|---|
| WM. K. VANDERBILT, | CORNELIUS VANDERBILT, |
| AUGUSTUS SCHELL, | ALBERT KEEP, |
| M. HUGHITT, | M. L. SYKES, |

J. C. SPOONER.

## GENERAL OFFICERS:

| | | |
|---|---|---|
| MARVIN HUGHITT | President | Chicago. |
| M. L. SYKES | Vice President, Treas. and Ass't Secy, | New York. |
| S. O. HOWE | Assistant Treasurer | " |
| C. W. PORTER | Secretary | Hudson, Wis. |
| E. W. WINTER | Assistant President | St. Paul. |
| J. M. WHITMAN | General Superintendent | " |
| F. B. CLARKE | General Traffic Manager | " |
| JOHN C. SPOONER | General Solicitor | Hudson, Wis. |
| CHAS. W. JOHNSON | Chief Engineer | St. Paul. |
| H. A. GRAY | Auditor | " |
| G. A. HAMILTON | Local Treasurer | " |
| W. H. S. WRIGHT | Purchasing Agent | " |
| W. H. PHIPPS | Land Commissioner | Hudson, Wis. |

## GENERAL OFFICES:

Corner Fourth and Rosabel Streets, Saint Paul, Minn.,
and
52 Wall Street, New York City.

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# THIRD ANNUAL REPORT

OF THE

# Chicago, St. Paul, Minneapolis & Omaha

RAILWAY COMPANY.

FOR THE YEAR ENDING DECEMBER 31, 1883.

---

The business and operations of the Chicago, St. Paul, Minneapolis & Omaha Railway Company for the year ending December 31, 1883, were as follows:

| | | |
|---|---|---|
| Gross Earnings, | | $5,515,284.94 |
| Working Expenses and Taxes, | | 3,623,826.67 |
| Net earnings from operation, | | $1,891,458.27 |
| Less interest on bonded debt, | $1,068,747.41 | |
| Less rentals, | 35,563.66 | |
| | | 1,104,311.07 |
| Net income from Railroad, | | $787,147.20 |
| Add net proceeds from Land Department, | | 547,777.02 |
| | | $1,334,924.22 |
| Deduct loss in operating proprietary roads, | | 12,356.85 |
| Total net income, | | $1,322,567.37 |
| Deduct dividends amounting to 7 per cent. on Preferred Stock, | | 770,476.00 |
| Balance of net income from all sources for the year, | | $552,091.37 |
| To which add balance to credit of Income Account, December 31, 1882, as per last annual report, | | 1,100,768.91 |
| Leaving balance to credit of Income Account, Dec. 31, 1883, | | $1,652,860.28 |

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## MILES OF ROAD.

The average number of miles of road operated during the whole year, including leased lines, was 1,187 01-100. The miles in operation December 31, 1883, were 1,274 92-100, an increase over December 31, 1882, of 159 71-100 miles; proprietary roads, 5 02-100; total miles, 1,279 94-100.

## CAPITAL STOCK.

The Capital Stock of the Company on the first of January, 1883, was as follows:

| | |
|---|---|
| Common Stock and Scrip, - - | $18,573,233.33 |
| Preferred Stock and Scrip, - - - | 10,759,933.31 |
| | $29,333,166.64 |
| To which has been added during the year on account of 40 43-100 miles Superior Branch, and 10 miles Bayfield Extension, $756,400 Common Stock and $504,300 Preferred; being at the rate of $15,000 per mile of Common Stock, and $10,000 per mile of Preferred. Total, - - - | $1,260,700.00 |
| Less amount of Common Stock provided at time of consolidation for retirement of outstanding scrip in excess of amount required, | 240.00 |
| Net increase, - - - - | $1,260,460.00 |

Making the total amount of Stock at the close of the year:

| | |
|---|---|
| Common Stock and Scrip, - - | $19,329,393.33 |
| Preferred Stock and Scrip, - - | 11,264,233.31 |
| | $30,593,626.64 |

## BONDED DEBT.

The bonded debt was increased during the year by the issue of C., St. P., M. & O. R'y Consolidated Mortgage Bonds and Scrip at the rate of $15,000 per mile on the lines above named,

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| | |
|---|---|
| and on 54 67-100 miles of the Chippewa Falls and Northern Railway, making a total of - - - | $1,576,500.00 |
| Add for scrip issues account fractional mileage of new lines built in previous years, etc., - | 632.50 |
| Total increase, - - - | $ 1,577,132.50 |
| Add amount outstanding January 1st, - | 19,584,487.50 |
| Total bonded debt Dec. 31, 1883, - | $21,161,620.00 |

*(See detailed statement appended hereto.)*

## EARNINGS AND EXPENSES.

The increase in gross earnings over those of preceding year was distributed as follows:

| | |
|---|---|
| Passenger, - - - - - | $159,341.72 |
| Freight, - - - - - - | 365,323.53 |
| Express, - - - - - | 15,361.51 |
| Mail, - - - - - - | 9,874.75 |
| Miscellaneous, - - - - | 3,181.19 |
| Making a total of - - - | $553,082.70 |

increase from operation, or 11 14-100 per cent.

The operating expenses, including taxes, were increased $383,039.76, or 11 82-100 per cent.

The ratio of operating expenses to earnings was 62 06-100 per cent.; and including taxes, 65 70-100 per cent., against 61 83-100 and 65 31-100 respectively for the preceding year. The gross earnings per mile of road operated were $4,646.36, against $4,751.70 the preceding year; the expenses and taxes, $3,052.90, against $3,103.31; and the net receipts $1,593.46, against $1,648.39, per mile of road operated.

Comparisons of earnings in detail will be found in tables accompanying this report.

## LAND DEPARTMENT.

The number of acres of land sold during the year 1883, as shown by the report of the Land Commissioner appended hereto, was 219,006.59 acres.

Number of acres of land remaining unsold at the close of the year, 639,998.58 acres.

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| | |
|---|---|
| Cash collected on account of West and North Wisconsin grants for lands sold and payments on existing contracts, interest, etc., included in Income Account, was - | $644,395.61 |
| Less expenses of the department, taxes, etc., - | 96,618.59 |
| Leaving balance of net receipts, - | $547,777.02 |
| Deduct for balance of expenditures account of the Superior land grant over proceeds of town lots in Nebraska, not included in Income Account, - - - - - | 9,781.73 |
| | $537,995.29 |

In addition to the net cash receipts, as shown above, the Company holds bills receivable and land contracts for lands sold, amounting to $2,206,493.90.

## NEW EQUIPMENT.

Equipment has been increased during the year by the purchase of 16 locomotives, 2 dining cars, 9 first-class passenger cars, 4 baggage, express and combination cars, 2 caboose cars and 200 coal cars.

## NEW LINES.

The lines in Wisconsin under construction at date of last annual report are finished and in operation, in addition to which has been built a line from Eau Claire to Chippewa Falls under the franchises of the Eau Claire and Chippewa Falls Railway, 10 58-100 miles in length, uniting the Eastern and Northern Divisions, and completing a direct line between Eau Claire and Lake Superior termini. This road, as well as the remainder of the Chippewa Falls and Northern Railway with which it connects, was purchased by the C., St. P., M. & O. Ry. Co., when completed, in accordance with the laws of Wisconsin. Station buildings, engine house and yard have been constructed at Chippewa Falls. At Bayfield and Ashland necessary terminal facilities have been provided, including yards and tracks. At Washburn where it is expected the principal transfer between rail and lake will take place, ample grounds for tracks and buildings are secured, and a substantial

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dock 150x500 feet will be ready for use at the opening of navigation the coming season. The natural advantages of this point are its comparatively protected situation, uniformly sufficient depth of water without dredging, and a shore line readily adapted to convenient track system, while it is reached from the south by a line limited for more than 150 miles to a maximum grade of eight-tenths and curvature of three degrees. Between Washburn and Bayfield, 13 miles, there are two grades of 80 feet to the mile, over which a heavy freight traffic is not for the present anticipated. The Ashland Railway referred to in last report was put into operation July 22d, the main line to Ashland Junction being opened the same date, and service extended to Washburn and Bayfield October 28th.

NEBRASKA.—A promising but hitherto undeveloped section of Northeastern Nebraska has been opened up by the construction of the Hartington Branch, under the charter of the Sioux City and Nebraska Railroad, beginning at Wakefield station on the Norfolk line of the Nebraska Division, and extending northwesterly a distance of 33 76-100 miles through Dixon and Cedar counties to Hartington. The line is direct, following the valleys of the Logan and Bow, with nominal grades. It is laid with cedar ties, new 56 pound steel rails, equipped with three station houses, side tracks, stock yards, five section houses, three water tanks, and one two-stall engine house. This line was opened for business November 1st, and was purchased when completed by this Company.

There is reason to expect rapid development of the territory thus reached, a good number of farmers and business men having already established themselves along the line. Suitable means will be adopted for the further introduction of settlers into this productive region.

FLORENCE CUT-OFF.—Unforeseen difficulties have delayed completion of this work; six miles of sixty-pound steel has been purchased, four of which is laid and surfaced. Very little grading remains to be done. It is now expected to lay the remaining two miles of track within the next thirty days, and to put the line into early operation.

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## CONSTRUCTION AND RENEWAL.

The second track between St. Paul and Stillwater Junction was completed, 6 93-100 miles having been graded and laid with sixty-five pound steel rail during the year last past. Irregularities of the old grade were at the same time corrected, and tracks thoroughly ballasted. The Eastern and Northern Divisions have been improved by the expenditure of $37,063.80, and the St. Paul & Sioux City and Nebraska Divisons of $42,451.52, in ballasting and widening and deepening ditches, all of which has been charged to operating expenses. Upon the Eastern Division there was laid 26 29-100 miles of new sixty-five pound and 16 54-100 miles of new sixty pound steel rails in main track, replacing steel of lighter weight, which was used in other lines and for side tracks. Additional side and yard tracks were constructed on this Division aggregating 5 15-100 miles, and 3 35-100 miles of siding were renewed. Upon that portion of the Northern Division in operation at the beginning of the year 5 53-100 miles of new side and yard tracks were constructed. On the St. Paul & Sioux City Division 6 57-100 miles, and on the Nebraska Division 1 54-100 miles, making a total of 18 79-100 miles for the system, costing $139,026.11. A central transfer station for the Northern Division has been established at Spooner, 1 3-10 miles north of the intersection of the lines from St. Paul and Eau Claire, and about midway between those points and Lake Superior. A large yard has been graded, tracks laid and buildings erected, including a coal shed of 3,000 tons capacity, and an eight-stall engine house. The Company owns 160 acres of land at this place, and liberal reservation has been made for future wants.

## NEW BUILDINGS.

Buildings were erected as follows:

EASTERN DIVISION.

*Elroy*—Car Smith's shop 16x24, crane-house 18x28.

*Humbird*—Depot 24x50, to replace one burned down.

*Altoona*—Hotel 32x90, and L 22x26; wash-room and coal-house to same, 16x50; coal-shed 18x30; pump-house 16x24.

*Eau Claire*—Pump-house 16x24.

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*Elk Mound*—Water tank 16x24, pump-house 16x28.

*Knapp*—Engine house—two stalls, turn-table.

*Hudson*—Pump-house 16x24, coal crane and platform.

*Stillwater Junction*—Cottage.

*Stillwater*—Engine-house—two stalls, to replace one burned down; car repairer's shop.

*East St. Paul*—Switch-house, sand-house.

*Minneapolis*—Store and coal-house, oil-room 18x36, telegraph office.

NORTHERN DIVISION.

*North Wisconsin Junction*—Depot 20x50, cottage.

*Cumberland*—Pump-house 16x24.

*Chicago Junction*—Telegraph office.

*Spooner*—Depot 24x62, hotel 2½ stories 32x82, and L 22x26, trainmaster's office 22x40, engine-house—8 stalls, turn-table, water-tank 16x24, pump-house 14x18, coal-shed with crane-house 32x402, car repairer's shop 12x16, oil-house 16x24, sand-house 12x18.

*Ames*—Section-house.

*Stewart*—Section-house.

*Hayward*—Pump-house 16x24.

*Thirty-fifth Mile North of Chandler*—Pump-house 16x24.

*Drummond*—Two section houses.

*Seventeenth Mile North of Cable*—Pump-house 16x24.

*Mason*—Depot 24x62, water-tank 16x24, pump-house 14x18, two section-houses.

*Rice Lake*—Coal-shed and crane-house, 18x105.

*Bear Creek*—Section-house, water tank 16x24, pump-house, 16x24.

*Bashaw*—Section-house.

*Fifth Mile North of Bashaw*——Section-house.

*Seventh Mile North of Superior Junction*—Section-house.

*Twentieth Mile North of Superior Junction*—Section-house.

*Gordon*—Cottage, section-house.

*White Birch*—Section-house, pump-house.

*Middle River*—Section-house, water-tank, pump-house.

*Douglas*—Section-house.

*Itaska St. Switch*—Section-house, coal sheds, 18x268.

*Superior*—Engine-house, two-stall, 32x64.

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ST. PAUL AND SIOUX CITY DIVISION.

*St. Paul*—Chestnut St. telegraph office, 16x18; at shops, boiler room 16x24, oil-house, turn-table.

*Hamilton*—Depot, 24x64, cottage.

*Belle Plaine*—Cottage.

*Le Sueur*—Oil-house.

*Mankato*—Engine-house to elevator, 16x36.

*Lake Crystal*—Coal-house, 18x327, oil-house.

*St. James*—Superintendent's office, 32x50, coal-house, 12x12.

*Worthington*—Ice-house, 24x30.

*Sioux City*—Depot 30x166, ice-house 24x60.

*Amboy*—Car-house, 10x12.

*Elmore*—Ice-house, 24x50.

*Avoca*—Depot, 24x48, to replace one burnt down.

*Lake Wilson*—Depot, 24x60.

*Sioux Falls*—Ice-house, 24x30.

*Doon*—Engine-house, 20x66, turn-table, to replace one burnt down.

NEBRASKA DIVISION.

*Emerson*—Depot, 24x62, replacing one burnt down, coal-house 18x170, two section-houses.

*North Side*—Section-house.

*Hoskins*—Section-house.

## BRIDGES.

*Eastern Division*—The iron bridge across Lake St. Croix at Hudson was completed early in the year. 72 pile and trestle bridges aggregating 1241 lineal feet were renewed. 6 new pile bridges aggregating 151 lineal feet were built to provide waterway.

*Northern Division*—22 pile and trestle bridges were renewed and 6 new ones built; aggregate length 378 feet.

*St. Paul and Sioux City Division*—65 pile and trestle bridges renewed; aggregate length 2446 feet, and 12 stone culverts of various dimensions put in.

*Nebraska Division*—55 pile and trestle bridges were entirely rebuilt; aggregate length, 2628 lineal feet.

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## TELEGRAPH.

The following additions and improvements to telegraph lines have been made under the contract with the Western Union Telegraph Company:

Five new wires have been strung between St. Paul and Elroy; also a wire for the exclusive use of the railway, connecting the shops at St. Paul with St. Paul and Minneapolis—16¼ miles. The old line between Menomonie Junction and Elroy, a distance of 132 miles, has been thoroughly rebuilt. Upon the Northern Division a second wire was strung between North Wisconsin Junction and Mason, and a two-wire line built between Mason and Bayfield, with a loop to Ashland, completing a double wire line for the Northern Division, the older portion of which was put in first-class condition. A single wire line between Eau Claire and Spooner was also completed. Upon the St. Paul and Sioux City Division a line was built between Sioux Falls and Salem—39½ miles. On the Nebraska Division a single wire line was erected between Wakefield and Hartington—33 8-10 miles, and the material for the stringing of a second wire between Sioux City and Omaha provided. This Company now has 1,035 miles of telegraph line in excellent working order. A small expenditure will place the lines on the Nebraska Division in equally good condition.

MARVIN HUGHITT,
*President.*

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## AVERAGE NUMBER OF MILES OF ROAD OPERATED IN 1883.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY.

| | | |
|---|---|---|
| 31.50 | Miles Chippewa Falls and Northern Railway from Bloomer to Rice Lake, purchased during the year, | 31.50 |
| 23.10 | Miles Chippewa Falls and Northern Railway from Rice Lake to Chicago Junction, from July 22d to Dec. 31st—5⅓ months, making the average for 12 months | 10.27 |
| 37.20 | Miles North End Extension North Wisconsin Railway from Cable to Ashland Junction, from July 22d to Dec. 31st—5⅓ months, making the average for 12 months | 16.53 |
| 4.38 | Miles Ashland Railway from Ashland Junction to Ashland, from July 22d to Dec. 31st—5⅓ months, making the average for twelve months | 1.95 |
| 10.58 | Miles Eau Claire and Chippewa Falls Railway from Eau Claire to Chippewa Falls, from August 16th to Dec. 31st—4½ months, making the average for 12 months | 3.97 |
| 20.95 | Miles North End Extension North Wisconsin Railway from Ashland Junction to Bayfield, from October 28th to Dec. 31st—2⅔ months, making the average for twelve months | 3.71 |
| 33.76 | Miles Sioux City and Nebraska R. R. from Wakefield to Hartington, from Nov. 1st to Dec 31st—2 months, making the average for twelve months | 5.63 |
| 1113.45 | Add miles of road in operation Dec. 31st, 1882, as per last annual report, less for sundry fractional corrections made in re-measurement | 1113.45 |
| 1274.92 | Total Mileage December 31st, 1883. Total Average Mileage twelve months | 1187.01 |

MENOMONIE RAILWAY.

| | | |
|---|---|---|
| 3.01 | Miles Menomonie Junction to Menomonie | 3.01 |
| 2.01 | Miles Menomonie Junction to Cedar Falls | 2.01 |
| 1279.94 | Grand Total | 1192.03 |

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## STATEMENT OF MILES OF ROAD IN OPERATION DECEMBER 31, 1883.

| DIVISIONS. | Average Mileage for Year. | Actual Mileage. Dec. 31, 1883. | In Wisconsin. | In Minnesota. | In Iowa. | In Dakota. | In Nebraska. |
|---|---|---|---|---|---|---|---|
| Eastern Division .. | 243.74 | 243.74 | 206.57 | 37.17 | | | |
| Chippewa Falls and Superior Line. | 122.24 | 141.68 | 141.68 | | | | |
| Northern Division | 142.19 | 182.53 | 182.53 | | | | |
| St. Paul and Sioux City Division | 483.14 | 483.14 | | 328.87 | 98.80 | 55.47 | |
| Nebraska Division | 195.70 | 223.83 | | | .94 | | 222.89 |
| Total C., St. P., M. & O. R'y ... | 1187.01 | 1274.92 | 530.78 | 366.04 | 99.74 | 55.47 | 222.89 |
| Menomonie Railway | 5.02 | 5.02 | 5.02 | | | | |
| Total whole Road | 1192.03 | 1279.94 | 535.80 | 366.04 | 99.74 | 55.47 | 222.89 |



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*The Gross Earnings of the Chicago, St. Paul, Minneapolis and Omaha Railway proper for the year show an Increase of $553,082.70, or 11.14 per cent. over the total for the year 1882, as follows:*

| | 1882. 1044 30-100 Miles. | 1883. 1187 01-100 Miles. | Increase. | Decrease. | Per cent. of Increase. |
|---|---|---|---|---|---|
| Passenger | $1,311,216 75 | $1,470,558 47 | $159,341 72 | | 12.15 |
| Freight | 3,478,624 17 | 3,843,947 70 | 365,323 53 | | 10.50 |
| Express | 75,792 63 | 91,154 14 | 15,361 51 | | 20.27 |
| Mail | 64,092 66 | 73,967 41 | 9,874 75 | | 15.41 |
| Miscellaneous | 32,476 03 | 35,657 22 | 3,181 19 | | 9.80 |
| Totals | $4,962,202 24 | $5,515,284 94 | $553,082 70 | | 11.14 |

*The Operating Expenses for the Year, compared with those of the previous Year, show an Increase of $383,039.76, or 11.82 per cent., and were as follows:*

| | 1882. 1044 30-100 Miles. | 1883. 1187 01-100 Miles. | Increase. | Decrease. | Per cent. of Increase or Decrease. |
|---|---|---|---|---|---|
| Maintenance of Way | $ 657,462 89 | $ 758,094 93 | $100,632 04 | | 15.31 |
| Motive Power | 1,120,776 20 | 1,292,113 64 | 171,337 44 | | 15.29 |
| Maintenance of Cars | 293,786 30 | 309,049 30 | 15,263 00 | | 5.20 |
| Conducting Transportation | 753,965 69 | 861,072 69 | 107,107 00 | | 14.21 |
| General Expenses | 242,321 68 | 202,610 47 | | $39,711 21 | 16.39 |
| Taxes | 172,474 15 | 200,885 64 | 28,411 49 | | 16.47 |
| Totals | $3,240,786 91 | $3,623,826 67 | $422,750 97 | $39,711 21 | 11.82 |

Percentage of Operating Expenses to Earnings, excluding Taxes, in 1881, 65 48-100; 1882, 61 83-100; 1883, 62 06-100.
Percentage of Operating Expenses to Earnings, including Taxes, in 1881, 69 03-100; 1882, 65 31-100; 1883, 65 70-100.



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## CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

**Dr.** **INCOME ACCOUNT, DECEMBER 31, 1883.** **Cr.**

| | | | | | | |
|---|---|---|---|---|---|---|
| 1883. | | | | 1882. | | |
| Dec. 31. To Operating Expenses, | $3,422,941 03 | | | Dec. 31. By Income Account Dec. 31, 1882, as per annual report | | $1,100,768 91 |
| Taxes | 200,885 64 | | | 1883. | | |
| Interest on Bonds | 1,068,747 41 | | | Dec. 31. Passenger Earnings | $1,470,558 47 | |
| Rentals | 35,563 66 | | | Freight Earnings | 3,843,947 70 | |
| | | $4,728,137 74 | | Express Earnings | 91,154 14 | |
| Dividends on Preferred Stock as follows, viz.: | | | | Mail Earnings | 73,967 41 | |
| 1¾ per cent. declared March 3, 1883 | $188,244 00 | | | Miscellaneous Earnings | 35,657 22 | |
| 1¾ per cent. declared June 9, 1883 | 188,244 00 | | | | | $5,515,284 94 |
| 1¾ per cent. declared August 29, 1883 | 196,994 00 | | | Net receipts from land grants as follows, viz.: | | |
| 1¾ per cent. declared Dec. 6, 1883 | 196,994 00 | | | West Wisconsin land grant, | $143,857 56 | |
| | | $770,476 00 | | North Wisconsin " | 403,919 46 | |
| Loss in operating proprietary roads | | $12,356 85 | | | | $547,777 02 |
| Balance of Income Account | | 1,652,860 28 | | | | |
| | | $7,163,830 87 | | | | $7,163,830 87 |
| | | | | By balance income, Dec. 31, 1883 | | $1,652,860 28 |



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Comparative Statement of Income Account for the whole Road for the Years ending December 31st, 1882 and 1883, including Receipts from Land Department:

| | 1882. 1055 91-100 Miles Operated. | 1883. 1192 03-100 Miles Operated. | Increase. |
|---|---|---|---|
| By amount credited to Income Account from January 1st to December 31st, 12 months, viz: | | | |
| Passenger Earnings | $1,319,853 39 | $1,482,207 14 | $162,353 75 |
| Freight Earnings | 3,487,624 93 | 3,851,679 44 | 364,054 51 |
| Express Earnings | 76,020 69 | 91,448 19 | 15,427 50 |
| Mail Earnings | 64,262 90 | 74,576 48 | 10,313 58 |
| Miscellaneous Earnings | 32,502 11 | 35,729 93 | 3,227 82 |
| Net Receipts from Land Grants | 546,825 38 | 547,777 02 | 951 64 |
| Interest and Exchange | 120,222 04 | 153,623 83 | 33,401 79 |
| Total | $5,647,311 44 | $6,237,042 03 | $589,730 59 |
| Less amount charged to Income Account from January 1st to December 31st, viz: | | | |
| Operating Expenses | $3,085,710 30 | $3,455,654 12 | $369,943 82 |
| Taxes | 172,493 93 | 200,885 64 | 28,391 71 |
| Interest on Bonds | 1,134,751 69 | 1,222,371 24 | 87,619 55 |
| Rentals | 27,736 41 | 35,563 66 | 7,827 25 |
| Total | $4.420,692 33 | $4,914,474 66 | $493,782 33 |
| Net Receipts | $1,226,619 11 | $1,322,567 37 | $95,948 26 |

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# CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY.

## GROSS EARNINGS BY MONTHS FOR THE YEAR 1883.

AVERAGE MILES OPERATED, 1187 01-100.

| | Passenger. | Freight. | Express. | Mail. | Miscellaneous. | Total. |
|---|---|---|---|---|---|---|
| January | $ 71,528 18 | $224,746 52 | $4,410 69 | $5,645 90 | $2,133 45 | $308,464 74 |
| February | 61,612 71 | 210,037 53 | 4,288 41 | 5,633 72 | 2,028 49 | 283,600 86 |
| March | 118,681 47 | 306,120 93 | 5,950 57 | 5,583 54 | 2,184 31 | 438,520 82 |
| April | 144,979 03 | 269,682 29 | 6,450 17 | 5,613 71 | 2,614 27 | 429,339 47 |
| May | 134,276 76 | 298,655 48 | 8,180 65 | 5,601 96 | 2,869 43 | 449,584 28 |
| June | 123,222 21 | 302,140 14 | 8,926 54 | 5,615 60 | 2,974 14 | 442,878 63 |
| July | 129,378 04 | 297,687 94 | 8,658 80 | 5,727 21 | 2,881 56 | 444,333 55 |
| August | 143,180 79 | 329,531 96 | 10,094 47 | 7,355 71 | 4,856 79 | 495,019 72 |
| September | 143,401 68 | 362,738 11 | 8,846 87 | 6,431 99 | 2,073 11 | 523,491 76 |
| October | 150,286 17 | 502,970 33 | 8,728 52 | 7,005 30 | 4,889 45 | 673,879 77 |
| November | 141,443 83 | 422,681 94 | 8,706 21 | 6,761 97 | 3,590 84 | 583,184 79 |
| December | 108,567 60 | 316,954 53 | 7,912 24 | 6,990 80 | 2,561 38 | 442,986 55 |
| Total | $1,470,558 47 | $3,843,947 70 | $91,154 14 | $73,967 41 | $35,657 22 | $5,515,284 94 |



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## CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.

**Operating Expenses and Taxes for the Year 1883.**

AVERAGE MILES OPERATED, 1187 01-100.

| | |
|---|---|
| Renewal of Rails | $ 10,241 26 |
| Renewal of Ties | 76,946 35 |
| Repairs of Roadway and Track | 479,581 90 |
| Repairs of Bridges (including Culverts and Cattle Guards) | 86,477 65 |
| Repairs of Buildings | 75,721 16 |
| Repairs of Fences, Road Crossings and Signs | 29.126 61 |
| Rebuilding Locomotives | ..... |
| Repairs of Locomotives | 223,253 16 |
| Rebuilding Passenger Cars | 14,676 19 |
| Repairs of Passenger Cars | 80.745 01 |
| Rebuilding Freight Cars | 4,203 06 |
| Repairs of Freight Cars | 197,828 52 |
| Telegraph Expenses (Maintenance) | 10,918 48 |
| Telegraph Expenses (Operating) | 76,339 73 |
| Agents | 75 310 01 |
| Clerks | 68,928 05 |
| Laborers | 173,970 83 |
| Passenger Conductors | 27,795 00 |
| Passenger Baggagemen | 16,268 77 |
| Passenger Brakemen | 18,738 31 |
| Freight Conductors | 69,367 57 |
| Freight Brakemen | 101,277 18 |
| Engineers and Firemen | 300,133 40 |
| Locomotive Wipers and Dispatchers | 57,354 72 |
| Salaries of General Officers and Clerks | 134,918 86 |
| Outside Agents | 43,424 83 |
| Advertising | 9,159 60 |
| Fuel for Locomotives | 651,117 18 |
| Oil, Waste and Tallow | 40,109 23 |
| Water Supply | 31,742 47 |
| Passenger Train Supplies | 11,051 29 |
| Freight Train Supplies | 10,135 49 |
| Station Supplies | 18,858 29 |
| Stationery and Printing | 37,575 93 |
| Contingencies (and Miscellaneous) | 33,262 25 |
| Damage and Loss of Freight and Baggage | 23,676 01 |
| Damage to Property and Cattle | 14,468 51 |
| Personal Injuries | 21,789 83 |
| Insurance | 12,910 16 |
| Law Expenses | 21,519 20 |
| Mileage of Passenger Cars | 21,588 70 |
| Mileage of Freight Cars | Cr. 20.278 57 |
| Expenses Missouri River Transfer | 30,708 85 |
| Taxes | 200,885 64 |
| Total | $3,623,826 67 |

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CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA R'Y CO.

**Table showing Percentage that each Item of Operating Expenses is of Gross Earnings, and also of total Operating Expenses for the Year 1883.**

| | Percentages. | |
|---|---|---|
| | Of Gross Earnings. | Of total Operating Expenses. |
| Renewal of Rails | .19 | .28 |
| Renewal of Ties | 1.39 | 2.12 |
| Repairs of Roadway and Track | 8.70 | 13.23 |
| Repairs of Bridges (including Culverts and Cattle Guards) | 1.57 | 2.39 |
| Repairs of Buildings | 1.37 | 2.09 |
| Repairs of Fences, Road Crossings and Signs | .53 | .80 |
| Rebuilding Locomotives | | |
| Repairs of Locomotives | 4.05 | 6.16 |
| Rebuilding Passenger Cars | .27 | .41 |
| Repairs of Passenger Cars | 1.46 | 2.23 |
| Rebuilding Freight Cars | .08 | .12 |
| Repairs of Freight Cars | 3.59 | 5.46 |
| Telegraph Expenses (Maintenance) | .20 | .30 |
| Telegraph Expenses (Operating) | 1.38 | 2.11 |
| Agents | 1.37 | 2.08 |
| Clerks | 1.25 | 1.90 |
| Laborers | 3.15 | 4.80 |
| Passenger Conductors | .50 | .77 |
| Passenger Baggagemen | .29 | .45 |
| Passenger Brakemen | .34 | .52 |
| Freight Conductors | 1.26 | 1.91 |
| Freight Brakemen | 1.84 | 2.79 |
| Engineers and Firemen | 5.44 | 8.28 |
| Locomotive Wipers and Dispatchers | 1.04 | 1.58 |
| Salaries of General Officers and Clerks | 2.44 | 3.72 |
| Outside Agents | .79 | 1.20 |
| Advertising | .17 | .25 |
| Fuel for Locomotives | 11.81 | 17.97 |
| Oil, Waste and Tallow | .73 | 1.11 |
| Water Supply | .58 | .88 |
| Passenger Train Supplies | .20 | .30 |
| Freight Train Supplies | .18 | .28 |
| Station Supplies | .34 | .52 |
| Stationery and Printing | .68 | 1.04 |
| Contingencies (and Miscellaneous) | .60 | .92 |
| Damage and Loss of Freight and Baggage | .43 | .65 |
| Damage to Property and Cattle | .26 | .40 |
| Personal Injuries | .39 | .60 |
| Insurance | .23 | .36 |
| Law Expenses | .39 | .59 |
| Mileage of Passenger Cars | .39 | .60 |
| Mileage of Freight Cars | Cr. .37 | Cr. .56 |
| Expenses Missouri River Transfer | .56 | .85 |
| Taxes | 3.64 | 5.54 |
| Total | 65.70 | 100.00 |

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## PERFORMANCE OF LOCOMOTIVES, WHOLE ROAD.

**Comparative Statement of Mileage, Cost of Fuel and Supplies, Wages of Operatives, and Cost of Repairs, with Average of same per Mile run, &c.**

| MILEAGE. | 1882. 1055.91 Miles. | 1883. 1192.03 Miles. | PERCENTAGE. Inc. | Dec. |
|---|---|---|---|---|
| Passenger Mileage | 882,978 | 1,071,577 | 21.35 | |
| Freight Mileage | 2,121,159 | 2,488,617 | 17.32 | |
| Working-Train Mileage | 740,901 | 794,855 | 7.28 | |
| Switching Mileage | 876,380 | 1,007,419 | 14.95 | |
| Total | 4,621,418 | 5,362,468 | 16.03 | |

COST OF RUNNING.

| | | | | |
|---|---|---|---|---|
| Cost of Oil and Waste | $23,766 10 | $29,262 84 | 23.12 | |
| " " " per mile run, cents | 00.51 | 00.54 | 5.88 | |
| Cost of Fuel | 630,680 65 | 686,709 13 | 8.88 | |
| " " per mile run, cents, | 13.65 | 12.81 | | 6.15 |
| Cost of Enginemen, Firemen, and Wipers | 312,475 01 | 380,635 70 | 21.81 | |
| Same, per mile run, cents | 06.76 | 07.10 | 5.02 | |
| Cost of Repairs | 221,238 76 | 238,964 37 | 8.01 | |
| " per mile run, cents, | 04.79 | 04.45 | | 7.09 |
| Grand total cost | 1,188,160 52 | 1,335,572 04 | 12.40 | |
| " per mile run, cents, | 25.71 | 24.90 | | 3.15 |
| Number of miles to pint of oil, | 9.77 | 9.20 | | 5.83 |
| —to pounds of waste | 117.17 | 116.07 | | 0.93 |
| —to cord of wood or ton of coal | 25.93 | 27.34 | 5.43 | |
| *Average number of loaded revenue freight cars per mile run | 11.23 | 10.66 | | 5.08 |
| *Average number of empty freight cars per mile run | 4.18 | 3.90 | | 6.70 |
| *Average number of loaded and empty freight cars per mile run | 15.41 | 14.56 | | 5.52 |

*Not including cabooses.

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## CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.

### General Balance Sheet, December 31, 1883.

DEBITS.

| | | | |
|---|---|---|---|
| Cost of Road and Equipment | | | $49,993,541 12 |
| Cash on hand | $1,155,286 82 | | |
| Material and fuel on hand | 595,463 44 | | |
| Balance due from other railroad companies, United States Post Office Department, American Express Co., individuals and corporations, and from Agents of the Company, including cash remittances in transit | 369,327 06 | | |
| | | | 2,120,077 32 |
| Bills receivable | | $19,048 91 | |
| Advances to proprietary roads | | 400,064 39 | |
| Cost of securities of Menomonie Railway | | 74,833 19 | |
| Cost of securities of Eau Claire Railway | | 29,799 46 | |
| Advances to Minneapolis Eastern Railway in excess of proceeds of sale of bonds | $53,921 53 | | |
| Minneapolis Eastern Railway account bonds guaranteed by this Company | 75,000 00 | | |
| Minneapolis Eastern Railway capital stock on hand | 15,000 00 | | |
| | | 143,921 53 | |
| Cost of St. Paul Union Depot capital stock | | 85,400 00 | |
| Cost of St. Paul & Duluth R.R. Co's stock | | 756,512 00 | |
| Town bonds on hand | | 6,000 00 | |
| | | | 1,515,579 48 |
| Bonds of this Company on hand | | | 49,882 50 |
| Total | | | $53,679,080 42 |

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CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY CO.

**General Balance Sheet, December 31, 1883.**

CREDITS.

| | | | |
|---|---|---|---|
| Common capital stock and scrip | $19,329,393 33 | | |
| Less amount owned by Company | 769,633 33 | | |
| | | $18,559,760 00 | |
| Preferred capital stock and scrip | $11,264,233 31 | | |
| Less amount owned by Company | 4,300 00 | | |
| | | $11,259,933 31 | |
| | | | $29,819,693 31 |
| Bonded debt (as per table) | | $21,086,620 00 | |
| First Mortgage Bonds of the Minneapolis Eastern Railway guaranteed by this Company | | 75,000 00 | |
| | | | $21,161,620 00 |
| Coupons due January 1, 1884, and past due coupons | $69,734 50 | | |
| Accrued interest on bonds, | 174,339 99 | | |
| | | $244,074 49 | |
| Audited vouchers and pay rolls including December, 1883, vouchers and rolls, paid in January, 1884 | $407,797 00 | | |
| Taxes for 1883, payable in February, May and August, 1884 | 179,272 34 | | |
| | | 587,069 34 | |
| | | | $831,143 83 |
| Bills payable (account depot grounds in Minneapolis, due in 1884) | | | 16,230 00 |
| Dividends, including No. 13, payable January 21, 1884 | | | 197,533 00 |
| Income account balance | | | 1,652,860 28 |
| Total | | | $53,679,080 42 |

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# CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.

## TABLE OF FUNDED DEBT DECEMBER 31, 1883.

| | Date of Bond. | Date of Maturity. | Gold or Currency. | Rate Per Cent. of Interest. | Interest Payable. | Bonds outstanding Dec. 31, 1883. |
|---|---|---|---|---|---|---|
| First Mortgage Railway Bonds Chicago, St. Paul and Minneapolis Railway | May 9, 1878 | May 1, 1918 | Gold. | 6 | May 1 & Nov. 1. | $3,000,000 00 |
| First Mortgage Bonds North Wisconsin Railway | Jan. 1, 1880 | Jan. 1, 1930 | Currency. | 6 | Jan. 1 & July 1. | 800,000 00 |
| First Mortgage Bonds Hudson and River Falls Railroad | July 1, 1878 | July 1, 1908 | Currency. | 8 | Jan. 1 & July 1. | 125,000 00 |
| First Mortgage Bonds St. Paul and Sioux City Railroad | July 1, 1879 | April 1, 1919 | Gold. | 6 | April 1 & Oct. 1 | 6,080,000 00 |
| First Mortgage Bonds St. Paul, Stillwater and Taylor's Falls Railroad | Jan. 1, 1878 | Jan. 1, 1908 | Currency. | 7 | Jan. 1 & July 1 | 334,800 00 |
| *St. Paul Depot Bonds, St. Paul, Stillwater and Taylor's Falls Railroad | Oct. 1, 1873 | June 1, 1903 | Currency. | 10 | April 1 & Oct. 1. | 30,000 00 |
| †Consolidated Mortgage Bonds Chicago, St. Paul, Minneapolis and Omaha Railway | June 1, 1880 | June 1, 1930 | Currency. | 6 | June 1 & Dec. 1. | 10,716,820 00 |
| Total | | | | | | $21,086,620 00 |
| Bonds guaranteed by the Company, First Mortgage Bonds Minneapolis Eastern Railway | Jan. 1, 1879 | Jan. 1, 1909 | Currency. | 7 | Jan. 1 & July 1. | $75,000 00 |

* All held in the Treasury of the Company.

† Including bonds yet to be issued, to take up Chicago, St. Paul and Minneapolis Railway Land Grant Income Bonds, not yet exchanged.



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**Increase of Construction Account, including Improvements and Equipment Expenditures for the Year 1883.**

| | | |
|---|---|---|
| Right of way | | $16,389 09 |
| Depot Grounds in St. Paul | | 8,000 00 |
| Account of 3d Extension North Wisconsin Railway (Chandler to Cable) | | 7,830 94 |
| Account of 4th and 5th Extensions North Wisconsin Railway (North of Cable) | | 451,241 30 |
| Account of Superior City Line | | 19,938 68 |
| Account of Cost of C.F. & N. R'y (Bloomer to Chicago Jct.) | | 890,572 85 |
| Account of Cost of E. C. & C. F. R'y (Eau Claire to Chippewa Falls) | | 132,567 60 |
| Account of Cost of S.C. & N.R.R. (Wakefield to Hartington) | | 390,868 35 |
| Account of Florence Cut-off, Nebraska Division | | 120,822 92 |
| Station Buildings | | 15,711 36 |
| Shop and Engine Houses | | 28,247 95 |
| Account Engine House Elroy | $2,970 22 | |
| Account Machine Shop and Engine House Altoona | 1,610 08 | |
| Engine House at Spooner | 15,184 64 | |
| Additional Buildings St. Paul Shops | 2,825 09 | |
| Engine House at Mankato | 2,124 78 | |
| Miscellaneous | 3,533 14 | |
| | $28,247 95 | |
| Water Stations | | 19,756 60 |
| New Coal Sheds | | 8,104 10 |
| Hotel at Altoona | | 8,624 77 |
| Hotel at Spooner | | 8,489 75 |
| Store-room, Oil-house and Coal House, Minneapolis | | 2,353 79 |
| Section-house North Wisconsin Junction | | 1,034 19 |
| Telegraph Office, Chestnut Street, St. Paul | | 721 21 |
| Cottage Hamilton | | 931 58 |
| Cottage Belle Plaine | | 1,027 24 |
| Superintendent's Office St. James | | 2,398 15 |
| Section-houses Nebraska Division | | 2,296 17 |
| Miscellaneous Buildings | | 6,399 51 |
| Acc't Cost Minnesota Transfer, Freight House and Yards | | 19,367 42 |
| New Fences, Snow Fences, Road Crossings and Stock Yards | | 52,811 18 |
| Account Second Track East St. Paul to Stillwater Junc. | | 125,982 00 |
| Side Tracks and Yards | | 134,895 24 |
| Account Replacing Trestle with Iron Spans over Lake St. Croix | | 13,871 29 |
| Account Bridge over Des Moines River at Windom | | 13,654 45 |
| Bridges and Culverts | | 12,530 03 |
| Additional Telegraph facilities | | 7,243 70 |
| Steel Rails, Cutting Grades and Miscellaneous Improv'm'ts | | 48,851 04 |
| Total Construction and Improvement | | $2,573,534 45 |
| New Equipment | | 354,667 53 |
| Total Construction, Improvement and Equipment | | $2,928,201 98 |
| Less Premium on bonds sold | $4,325 00 | |
| Less Premium on stocks sold | 16,474 17 | |
| | | 20,799 17 |
| Grand Total | | $2,907,402 81 |

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## EQUIPMENT.

*The Equipment of the Company on December 31st, 1883, was as follows, viz:*

| | |
|---|---|
| Locomotive Engines | 181 |
| CARS. | |
| *First-class Passenger Cars | 51 |
| Dining Cars | 2 |
| Sleeping Cars | 2 |
| *Second-class Passenger Cars | 17 |
| *Baggage and Express Cars | 36 |
| Mail Cars | 3 |
| Paymaster's, Officers', etc., Cars | 2 |
| Caboose Cars | 99 |
| Box Cars | 3059 |
| Flat Cars | 1473 |
| Stock Cars | 210 |
| Derrick and Tool Cars | 7 |
| Pile-Driver Cars | 3 |
| Total | 4964 |
| Steam Shovels | 3 |
| Transfer Steamers | 2 |
| Barge Pile-Driver | 1 |

*During the year 8 first-class Passenger Cars have been changed to second-class, and 1 second-class changed to a Baggage Car.

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## FUEL STATEMENT.

| | |
|---|---|
| *Consumption of Fuel—* | |
| Cords of wood consumed | 65,545 |
| Tons of coal consumed | 150,692 |
| Cords of wood used by locomotives | 55,742 |
| Tons of coal used by locomotives | 140,993 |
| *Cost of Fuel Consumed—* | |
| Total cost of wood consumed | $176,455 65 |
| Total cost of coal consumed | 567,652 84 |
| Average cost of wood per cord | 2 69 |
| Average cost of coal per ton | 3 77 |
| *Fuel on hand—* | |
| Cords of wood | 34,610 |
| Tons of coal | 26,052 |
| *Average Valuation of Fuel on Hand—* | |
| Wood per cord | $3 16 |
| Coal per ton | 3 47 |
| *Average Cost of Fuel for two Years—* | |
| Wood—year ending December 31, 1882 | $2 49 |
| —year ending December 31, 1883 | 2 69 |
| Coal—year ending December 31, 1882 | 3 88 |
| —year ending December 31, 1883 | 3 77 |

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# TRAIN STATISTICS.

PASSENGER TRAINS.

| | Year ending Dec. 31, 1882. 1055 91 ave. miles. | Year ending Dec. 31, 1883. 1192.03 ave. miles. | Increase. | Decrease. |
|---|---|---|---|---|
| Number of trains run | 9,967 | 13,337 | 3,370 | |
| Average number of trains per working day | 31.84 | 42.61 | 10.77 | |
| Total number of miles run by trains | 875,302 | 1,024,317 | 149,015 | |
| Average number of miles run by each train | 87.82 | 76.80 | | 11.02 |
| Number of passenger cars hauled | 31,644 | 42,787 | 11,143 | |
| Number of baggage, mail and express cars hauled | 18,295 | 18,199 | | .96 |
| Total passenger, baggage, mail and express cars hauled | 49,939 | 60,986 | 11,047 | |
| Average number of passenger, baggage, mail and express cars hauled in each train | 4.17 | 4.33 | .16 | |
| Average number of passengers carried per train per mile run | 61.45 | 55.97 | | 5.48 |
| Average number of passengers carried per passenger car per mile run | 17.67 | 15.49 | | 2.18 |
| Average number of miles each passenger was carried | 65.44 | 67.39 | 1.95 | |



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# TRAIN STATISTICS.

FREIGHT TRAINS.

| | Year ending Dec 31, 1882. 1055.91 ave. miles. | Year ending Dec. 31, 1883. 1192.03 ave. miles. | Increase | Decrease. |
|---|---|---|---|---|
| Number of trains run | 31,022 | 35,295 | 4,273 | |
| Average number of trains run per working day | 99.11 | 112.76 | 13.65 | |
| Total number of miles run by trains | 1,946,664 | 2,252,614 | 305,950 | |
| Average number of miles run by each train | 62.75 | 63.82 | 1.07 | |
| Number of loaded cars hauled west | 247,039 | 268,160 | 21,121 | |
| Number of empty cars hauled west | 45,911 | 61,641 | 15,730 | |
| Number of loaded cars hauled east | 159,385 | 188,624 | 29,239 | |
| Number of empty cars hauled east | 124,842 | 131,751 | 6,909 | |
| Total number of loaded cars hauled | 406,424 | 456,784 | 50,360 | |
| Total number of empty cars hauled | 170,753 | 193,392 | 22,639 | |
| Total number of cars hauled | 577,177 | 650,176 | 72,999 | |
| Average number of cars hauled in each train | 17.66 | 17.01 | | .65 |
| Average number of tons carried per train per mile run | 141.69 | 119.27 | | 22.42 |
| Average number of tons carried per loaded car per mile run | 11.57 | 10.13 | | 1.44 |
| Average number of miles each ton was carried | 141.74 | 153.62 | 11.88 | |



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# DESCRIPTION OF EARNINGS.

FOR FOUR YEARS, ENDING DECEMBER 31ST, 1883.

| | 1880. 804.18 ave. miles. | 1881. 967.87 ave. miles. | 1882. 1044.30 ave. miles. | 1883. 1187.01 ave. miles. |
|---|---|---|---|---|
| Passenger | $762,850 81 | $944,329 23 | $1,311,216 75 | $1,470,558 47 |
| Freight | 2,199,649 57 | 2,913,520 73 | 3,478,624 17 | 3,843,947 70 |
| Express | 45,256 13 | 55,658 07 | 75,792 63 | 91,154 14 |
| Mail | 44,402 90 | 63,803 34 | 64,092 66 | 73,967 41 |
| Miscellaneous | 15,753 72 | 17,008 08 | 32,476 03 | 35,657 22 |
| Rental | 54,183 74 | 27,641 91 | | |
| Total | $3,122,096 87 | $4,021,961 36 | $4,962,202 24 | $5,515,284 94 |
| Average per mile of road | $3,882 34 | $4,155 48 | $4,751 70 | $4,646 37 |



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# MONTHLY EARNINGS.

FOR FOUR YEARS, ENDING DECEMBER 31ST, 1883.

| MONTHS. | 1880. 804.18 ave. miles. | 1881. 967.87 ave. miles. | 1882. 1044.30 ave. miles. | 1883. 1187.01 ave. miles. |
|---|---|---|---|---|
| January | $193,827 34 | $257,785 08 | $327,478 16 | $308,464 74 |
| February | 173,077 71 | 158,594 63 | 333,439 42 | 283,600 86 |
| March | 259,783 68 | 251,649 16 | 413,236 02 | 438,520 82 |
| April | 259,208 48 | 261,210 88 | 377,288 53 | 429,339 47 |
| May | 232,147 44 | 350,125 15 | 402,882 16 | 449,584 28 |
| June | 218,092 66 | 404,561 69 | 374,693 49 | 442,878 63 |
| July | 236,995 15 | 383,202 18 | 359,459 77 | 444,333 55 |
| August | 251,012 78 | 376,896 89 | 422,718 47 | 495,019 72 |
| September | 300,832 73 | 373,370 35 | 522,199 77 | 523,491 76 |
| October | 342,052 32 | 379,028 79 | 548,852 39 | 673,879 77 |
| November | 342,893 88 | 392,921 11 | 515,008 07 | 583,184 79 |
| December | 312,172 70 | 432,615 45 | 364,945 99 | 442,986 55 |
| Total | $3,122,096 87 | $4,021,961 36 | $4,962,202 24 | $5,515,284 94 |



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## GENERAL SUMMARY WHOLE ROAD, 1279.94 MILES.

**For the Year ending Dec. 31, 1883.**

| | |
|---|---|
| Gross earnings per mile (average 1192.03 miles) | $4,643 88 |
| Operating expenses and taxes per mile (average 1192.03 miles) | 3,067 49 |
| Net earnings per mile (average 1192.03 miles) | 1,576 39 |
| Number of passengers carried | 850,716 |
| Number of passengers carried one mile | 57,330,593 |
| Average rate per passenger per mile | $0 02.58 |
| Number of tons of freight carried | 1,748,942 |
| Number of tons of freight carried one mile | 268,673,769 |
| *Average rate per ton per mile | $0 01.43 |
| Total mileage of engines | 5,362,468 |
| Cost of repairs of engines ard tenders per mile run | $0 04.45 |
| Cost of engineers, firemen and wipers per mile run | 07.10 |
| Cost of oil, waste and tallow per mile run | 00.54 |
| Cost of fuel per mile run | 12.81 |
| Total cost | 24.90 |
| Miles run to one ton of coal or cord of wood | 27.34 |
| Miles run to pint of oil | 9.20 |
| Miles run to pound of waste | 116.07 |
| Average earnings per mile run by passenger trains | $1 63 |
| Average earnings per mile run by freight trains | 1 72 |
| Average earnings per mile run by all trains | 1 69 |
| Average expenses per mile run by all trains | 1 11 |
| Net earnings per mile run by all trains | 58 |
| Total mileage of passenger cars | 5,587,638 |
| Total mileage of freight cars | 38,328,579 |
| Wood consumed, cords | 65,545 |
| Coal consumed, tons | 150,692 |
| Average cost per cord of wood consumed | $2 69 |
| Average cost per ton of coal consumed | 3 77 |
| Cords of wood on hand | 34,610 |
| Tons of coal on hand | 26,052 |

* Exclusive of construction and Company material.

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## CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA R'Y CO.

**Mileage of Road December 31, 1883.**

| | | |
|---|---|---|
| **EASTERN DIVISION.** | | |
| Elroy to St. Paul | 196.49 | |
| St. Paul to Minneapolis | 10.10 | |
| Stillwater Branch (Stillwater Junction to Stillwater) | 3.80 | |
| South Stillwater Line (Stillwater via South Stillwater to Hudson Bridge) | 4.40 | |
| River Falls Branch (Hudson to River Falls, Wis.) | 12.21 | |
| Eau Claire Branch (Eau Claire to Lumber Mills) | 2.74 | |
| Neillsville Branch (Merrillan Junction to Neillsville) | 14.00 | |
| | | 243.74 |
| **CHIPPEWA FALLS AND SUPERIOR LINE.** | | |
| Eau Claire to Chicago Junction | 79.68 | |
| Superior Junction to Superior City | 62.00 | |
| | | 141.68 |
| **NORTHERN DIVISION.** | | |
| North Wisconsin Junction to Bayfield | 178.15 | |
| Ashland Junction to Ashland | 4.38 | |
| | | 182.53 |
| **ST. PAUL AND SIOUX CITY DIVISION.** | | |
| St. Paul to Sioux City | 269.14 | |
| Lake Crystal to Elmore | 44.00 | |
| Heron Lake to Woodstock | 44.00 | |
| Sioux Falls Junction to Salem | 98.00 | |
| Luverne to Doon | 28.00 | |
| | | 483.14 |
| **NEBRASKA DIVISION.** | | |
| Missouri River Transfer | 2.25 | |
| Covington to Omaha | 125.50 | |
| Coburn Junction to Ponca | 15.82 | |
| Emerson to Norfolk | 46.50 | |
| Wakefield to Hartington | 33.76 | |
| | | 223.83 |
| Total C. St. P. M. & O. R'y | | 1,274.92 |
| **MENOMONIE RAILWAY—PROPRIETARY ROAD.** | | |
| Menomonie Junction to Menomonie | 3.01 | |
| Menomonie Junction to Cedar Falls | 2.01 | |
| | | 5.02 |
| Total | | 1,279.94 |

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# LAND COMMISSIONER'S REPORT.

Chicago, St. Paul, Minneapolis & Omaha Railway Company

LAND DEPARTMENT.

HUDSON, WIS., January 31st, 1884.

MARVIN HUGHITT, ESQ.,
*President Chicago, St. Paul, Minneapolis & Omaha Railway Company.*

SIR:—I respectfully submit my report of the transactions of the Land Department for the year ending December 31, 1883:

The lands disposed of during the year from the several grants of the Company were as follows, viz: From the West Wisconsin Railway Grant, 40,548 32-100 acres; consideration; $127,000.49; an average of $3.13 1-10 per acre. From the North Wisconsin Railway Grant, 155,608 28-100 acres; consideration, $1,204,388.49; an average of $7.74 per acre. From the Superior Railway Grant, 22,849 99-100 acres; consideration, $105,197.22; an average of $4.60 3-10 per acre. The sales of Town Lots in the West Wisconsin Railway Grant amounted to $860.00, and Nebraska Town Lots to $1198.60. The total consideration for lands and lots disposed of during the year amounts to $1,438,644.80. The number of acres deeded during the year out of North Wisconsin Railway Grant was 134,593 50-100 acres, of West Wisconsin Railway Grant, 29,021 40-100 acres, and of the Superior Railway Grant, 20,286 72-100 acres, making a total of 183,901 62-100 acres.

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*Cash Receipts.*—The moneys received from various sources during the year were as follows:

| | |
|---|---|
| From Cash Sales and Advance Payments | $279,508 39 |
| " Land Contracts and Bills Receivable | 305,709 71 |
| " Interest on Land Contracts, Bills Receivable, etc. | 83,368 17 |
| " Stumpage, Trespass, Hay, Taxes, etc | 6,671 53 |
| Total Cash Receipts | $675,257 80 |

The following statement shows amounts of outstanding Land Contracts and Bills Receivable at end of year:

| | |
|---|---|
| North Wisconsin Railway Grant | $1,720,085 43 |
| West Wisconsin Railway Grant | 407,831 86 |
| Superior Railway Grant | 78,576 61 |
| | $2,206,493 90 |

During the year the Company received patents for 102,590.35 acres of land, distributed as follows:

| | |
|---|---|
| In North Wisconsin Railway Grant | 46,073.74 acres |
| In Superior Railway Grant | 56,516.61 " |

During the year 1883 the unfinished portion of the Company's Railway (38 38-100 miles) was completed, thus completing its entire Land Grant Railway between Hudson on Lake St. Croix to the west end of Lake Superior and to Bayfield, and is now entitled to an adjustment of its Land Grant for the line.

Contracts have been cancelled during the year for non-performance of conditions as to payments, etc., covering 6,185 68-100 acres, representing $20,117.05.

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The following statements exhibit transactions of the Department in detail:

SALES OF LANDS, &C.

| NAME OF LAND GRANT. | Number of Acres Sold. | Consideration. | Average price per Acre. |
|---|---|---|---|
| North Wisconsin Railway Grant | 155,608.28 | $1,204,388 49 | $7 74 |
| West Wisconsin Railway Grant | 40,548.32 | 127,000 49 | 3 13 |
| " " " Lots | | 860 00 | |
| Superior Railway Grant | 22,849.99 | 105,197 22 | 4 60 |
| Nebraska Town Lots | | 1,198 60 | |
| | 219,006.59 | $1,438,644 80 | |

CASH RECEIPTS.

| NAME OF GRANT. | Cash Sales and advance Payments. | Deferred Payments. | Interest. | Trespass, Stumpage, Etc. | Total. |
|---|---|---|---|---|---|
| North Wis. Land Grant | $200,422 55 | $219,206 35 | $64,902 26 | $3,419 51 | $487,950 67 |
| West Wis. Land Grant | 52,343 24 | 83,322 15 | 18,374 68 | 2,404 87 | 156,444 94 |
| Superior Land Grant | 25,544 00 | 3,181 21 | 91 23 | 847 15 | 29,663 59 |
| Nebraska Town Lots | 1,198 60 | | | | 1,198 60 |
| | $279,508 39 | $305,709 71 | $83,368 17 | $6,671 53 | $675,257 80 |

ACREAGE.

| | No. of acres Unconveyed Dec. 31, 1882. | No. of acres Acquired during the year. | No. of acres Conveyed during the year. | No. of acres Unconveyed Dec. 31, 1883. | No. of acres Under Contract Dec. 31, 1883. | No. of acres Undisposed of Dec. 31, 1883. |
|---|---|---|---|---|---|---|
| North Wisconsin Grant | 386,566.47 | 46,073.74 | 134,593.50 | 298,046.71 | 113,330.45 | 184,716.26 |
| West Wisconsin Grant | 489,869.49 | | 29,021.40 | 460,848.09 | 158,999.66 | 301,848.43 |
| Superior Grant | 119,767.27 | 56,516.61 | 20,286.72 | 155,997.16 | 2,563.27 | 153,433.89 |
| | 996,203.23 | 102,590.35 | 183,901.62 | 914,891.96 | 274,893.38 | 639,998.58 |

W. H. PHIPPS,
*Land Commissioner.*

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